

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 9.

NEW YORK, AUGUST 21, 1869.

NO. 217.

Bankers and Brokers.

MONEY ADVANCED

AND

LOANS NEGOTIATED

UPON

SECOND MORTGAGES.

Those who desire to procure loans for NINETY DAYS or LESS upon the pledge or hypothecation of Second Mortgages, can be supplied with such loans, provided the prior mortgage is held by any New York Life or Fire Insurance Company or Savings Bank.

GEORGE W. CAMPBELL, Jr.

No. 71 Broadway, Room 23.

Marquand, Hill & Co.,

BANKERS AND BROKERS,
37 WALL STREET,

New York.

JOHN P. MARQUAND, GEORGE H. B. HILL,

Stocks, Bonds and Gold, bought and Sold on commission. Business Paper Negotiated.

Citizens Bank of Louisiana

Capital and Reserved Fund.....\$2,500,000.
AGENCY,

A. D. SELLECK, 37 Pine St. N. Y.

DRAW ON
London Joint Stock Bank, Marquand, Andre & Co.
Baring, Brothers & Co., Fould & Co.,
LONDON. PARIS.
In sums to points selling buyers of Sterling or France.

HATCH, FOOTE & Co.,

BANKERS
AND DEALERS IN GOVERNMENT SECURITIES.
GOLD, &c.
No. 12 WALL STREET.

GEORGE OPDYKE, WM. A. STEPHENS
G. FRANCIS OPDYKE.

**BANKING HOUSE OF
GEO. OPDYKE & Co.,**

NO. 25 NASSAU STREET,
(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks, Bankers and Corporations, subject to check at sight, and interest allowed at the rate of FOUR per cent per annum.

CERTIFICATES OF DEPOSIT issued, bearing FOUR per cent interest, payable on demand, or after fixed date.

COLLECTIONS made on all accessible points in the United States, Canada and Europe. Dividends and Coupons also collected, and all most promptly accounted for.

ORDERS promptly executed, for the purchase and sale of Gold, also, Government and other Securities, on commission.

INFORMATION furnished, and purchases or exchanges of Securities made for investors.

NEGOTIATIONS of Loans, and Foreign Exchange effected.

Bankers and Brokers.

WILLIAM ALEXANDER SMITH & CO.,
BANKERS,

No. 40 Wall Street, New York.

DEPOSITS received and interest allowed at best Current Rates.
GOVERNMENT and STATE SECURITIES, GOLD, RAILROAD BONDS, STOCKS, &c., bought and Sold on Commission.
ADVANCES made upon approved Securities.
COLLECTIONS made, and Loans Negotiated.

W. N. WORTHINGTON,

MEMBER N. Y. STOCK EXCHANGE,

BANKER AND BROKER,

14 WALL STREET, NEW YORK.

Particular attention paid to the purchase and sale of Stocks, Bonds, Gold and Exchange.
DEPOSITS RECEIVED SUBJECT TO SIGHT DRAFT And Four Per Cent interest allowed on Daily Balances.

Southern Securities have especial attention.

Collections made on all Southern Points.

McKim, Brothers & Co.,

No. 47 Wall Street, New York.

**BANKERS AND BROKERS
DEALERS IN GOVERNMENT SECURITIES**

Stocks, Bonds and Gold bought and Sold exclusively on Commission. Interest allowed on Deposit Accounts

Bowles Brothers & Co.,

[Successors to BOWLES, DREVET & Co.]

No. 12 Rue de la Paix, Paris.
76 State Street, Boston.
19 William Street, New York

Bills on Paris and the Union Bank of London.

CIRCULAR LETTERS OF CREDIT FOR TRAVEL LERS IN ALL PARTS OF EUROPE.
LANCASTER & Co., BROWN, LANCASTER & Co.,
Richmond. Baltimore.

SOUTHERN SECURITIES.

LANCASTER, BROWN & Co.,

23 Nassau Street,

OFFER FOR SALE:

Chesapeake and Ohio 1st mtg. 7 p. c. bonds, principal and interest in gold, at 95 and interest.
Petersburg Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 92½ and interest.
South Side Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 95.
Richmond and York River 1st mtg. 8 p. c. bonds (mtg. \$7,000 per mile), at 95.
Piedmont RR. 1st mtg. 8 p. c. (mtg. \$10,000 per mile) at 95.
Norfolk and Petersburg RR. 2d mtg. 8 p. c. bonds (mtg. \$14,000 per mile, including 1st mtg.), at 83½.
Columbia and Augusta RR. 1st mtg. 7 p. c. bonds (mtg. \$12,000 per mile), at 80.
Richmond and Danville RR. 1st mtg. 6 p. c. bonds (mtg. \$14,000 per mile), at 75.

BLAKE BROTHERS & Co.,

52 Wall Street, New York.

AND

28 STATE STREET, BOSTON,
EXCHANGE ON LONDON,
And Sterling Credits,

DEALERS IN COMMERCIAL PAPER.

Buy Sell Massachusetts and New York State Stocks.
Government Securities, Stocks, Bonds, and Gold, bought and sold strictly on Commission.

Bankers and Brokers.

Edward C. Anderson, Jr.

BANKER, FACTOR AND

Commission Merchant,

Savannah, Ga.

Special attention given to consignments of Cotton, Gold, Stocks, Bonds and Foreign and Domestic Exchange, bought and sold.
Collections promptly remitted for.
Orders solicited for the purchase or sales of Produce and Securities. Prompt attention guaranteed.
New York Correspondents: LAWRENCE BROS. & Co.

Knauth, Nachod & Kuhne

BANKERS.

New York, AND Leipzig, Saxony,

BROAD ST. AND 85 BRUHL.

DRAW IN SUMS TO SUIT

the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.
Issue Letters of Credit for Travelers,
available in all parts of Europe.

Farmer, Hatch & Co.,

BANKERS & BROKERS,

78 BROADWAY AND 5 & 7 NEW STREET.

Stocks, Bonds and Gold bought and sold exclusively on commission.
Accounts of Banks and Bankers received. Collections made in the United States, British Provinces and Europe.
Bills of Exchange drawn on London, Paris, &c.
E. J. FARMER & Co., C. J. HATCH & Co.,
Cleveland, O. Milwaukee, Wis.

LEVY & BORG,

DEALERS IN

Southern and Miscellaneous Securities

No. 41 PINE STREET, NEW YORK.

In connection with the Manhattan Savings Bank Memphis, Tenn.

E. G. PEARL.

D. F. JETT

PEARL & Co.,

BANKERS AND BROKERS,

64 BROADWAY & 19 NEW ST., NEW YORK.

Government Securities, Gold, Stocks and Bonds of every description bought and sold on Commission. Southern Securities a specialty.

WEST SIDE BANK,

NO. 464 EIGHTH AVENUE,

Near Thirty-Fourth Str et.

The above Bank, being duly organized, will be opened for business on

MONDAY, AUGUST 2.

GEORGE MOORE, President.
JOHN G. FLAMMER, Vice-President.
JOHN W. B. DOBIE, Cashier,
Late Cashier of the Sixth National Bank.

STATE, CITY, COUNTY

AND

RAIL ROAD BONDS

BOUGHT AND SOLD.

Loa Negotiated for R.R. Companies

G. COPELAND,
PINE STREET, NEW YORK

Financial.

Banking House of

HENRY CLEWS & CO.

32 WALL STREET.

Interest allowed on all Daily Balances of Currency or Gold.

Persons depositing with us can check at sight in the same manner as with National Banks.

Certificates of Deposit issued, payable on demand or at fixed date, bearing interest at current rate, and available in all parts of the United States.

Advances made to our Dealers, at all times, on approved collaterals, at market rates of interest.

We buy, sell and exchange all issues of Government Bonds at current market prices, also Coin and Coupons, and execute orders for the purchase and sale of Gold and all first-class Securities, on commission.

Gold Banking Accounts may be opened with us upon the same conditions as Currency Accounts.

Railroad, State, City and other Corporate Loans negotiated.

Collections made everywhere in the United States, Canada and Europe.

Dividends and Coupons collected.

NORTH MISSOURI R.R.

FIRST MORTGAGE

7 Per Cent Bonds,

Interest Payable January and July, at the National Bank of Commerce in New York.

Cost of Road and Equipment in Cash - - - \$14,800,000
Amount of First Mortgage 6,000,000

The receipts of the road are steadily increasing, and will exceed two millions of dollars for present year. Receipts for month June \$151,000, against \$65,000 for same month in 1868. We are authorized to offer for sale \$500,000 of these bonds at

85 and Accrued Interest.

JAMESON, SMITH AND COTTING,

No. 16 Wall Street, New York.

THE NATIONAL BANK OF THE REPUBLIC,
NEW YORK, July 30, 1869.
A DIVIDEND OF FIVE (5) PER CENT, free of all taxes, has this day been declared, payable on MONDAY, August 9th, proximo.
H. W. FORD, Cashier.

Financial Notices

FIRST MORTGAGE

Land Grant Sinki'g Fund

SEVEN PER CENT BONDS OF THE

Houston & Texas Central Railway Comp'y.

Principal and Interest Payable in Gold in New York

The undersigned offer to persons desiring a safe and profitable investment, a limited amount of the above Bonds at 90 per cent and accrued interest in currency.

The Bonds are secured by a Sinking Fund of 2 per cent per annum, and the mortgage now covers ONE HUNDRED AND FIFTY-FIVE MILES OF A THOROUGHLY BUILT AND FULLY EQUIPPED RAILROAD IN ACTIVE OPERATION, extending from Houston, Texas, in a northerly direction towards the Red River, where it is intended to connect with the Railroads now building from Lawrence, Kansas City and St. Louis, with a branch road to Austin twenty-five miles of which is now in operation. It also covers valuable prairie and timber-lands, to the amount of 6,400 acres for each mile of road built. The Bonds issued and to be issued are limited to \$20,000 per mile. NO BONDS ARE ISSUED EXCEPT UPON ROAD COMPLETED, EQUIPPED AND IN OPERATION.

Sneppard Knapp, Esq., and William Walter Phelps, Esq., are Trustees under the mortgage.

The Railway as built and projected passes through the most fertile and thickly populated portion of the State of Texas, and during the past three years has earned more than double the amount necessary to pay the interest and Sinking Fund upon its Bonds.

For further information apply to

JAMES ROBB, KING & CO.,
56 Wall st., New York.J. S. KENNEDY & CO.,
41 Cedar st., New York.

A SEVEN PER CENT GOLD LOAN.

\$6,500,000.

The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

\$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country, and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.

The loan has thirty years to run, principal and interest payable in gold semi-annually, seven per cent. The coupons will be payable semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest. Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,
55 EXCHANGE PLACE, N. Y.M. K. JEWELL & CO.,
12 PINE STREET, N. Y.

Gibson, Beadleston & Co.,

BANKERS,

NO. 50 EXCHANGE PLACE.

STOCKS, BONDS, GOVERNMENT SECURITIES, FOREIGN EXCHANGE and GOLD bought and sold on the most favorable terms. INTEREST allowed on deposits either in Currency or Gold, subject to check at sight, the same as with the City Banks.

ADVANCES made on all marketable securities. CERTIFICATES of Deposit issued bearing interest. COLLECTIONS made at all points of the UNION and BRITISH PROVINCES.

LOANS negotiated on FOREIGN AND DOMESTIC PRODUCE, in store and afloat. We invite particular attention to this branch of our business, in which we have unusual facilities.

Financial Notices.

PROPOSALS FOR

\$300,000

City Lunatic Asylum Stock.

SEALED PROPOSALS WILL BE RECEIVED AT the Comptroller's office until TUESDAY, August 31, 1869, at 2 o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of three hundred thousand dollars of "City Lunatic Asylum Stock," authorized by chapter 56, Laws of 1869, and by an ordinance of the Common Council, approved by the Mayor, July 23, 1869. Said stock is to be issued for the purpose of providing additional buildings for lunatics in the City of New York, and will bear interest at the rate of seven per cent per annum, payable half yearly, to wit: on the first day of May and November in each year, and the principal will be redeemed on the first day of August, 1879. The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon. On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment. Each proposal shall be sealed and endorsed "Proposals for City Lunatic Asylum Stock," and inclosed in a second envelope, addressed to the Comptroller. The right is reserved on the part of the Comptroller to reject any or all of the bids, if, in his judgment, the interests of the Corporation require it.

RICHARD B. CONNOLLY,
COMPTROLLER.

City of New York, Department of Finance, Comptroller's Office, August 9, 1869.

PITTSBURGH,

FORT WAYNE AND CHICAGO

Railway Company.

OFFICE OF WINSLOW, LANIER & Co.,
TRANSFER AGENTS,
NEW-YORK, Aug. 6, 1869.

The books for the transfer of the stock of this Company will close on

TUESDAY,

THE 10TH DAY OF AUGUST, 1869, AT 2 P. M.,

for the purpose of enabling the persons holding stock at that time to convert the same into the guaranteed stock to be issued in exchange therefor.

The stock to be issued in exchange will be entitled to dividends at the rate of seven per cent per annum, payable quarterly on the Tuesday following the first Monday of January, April, July and October in each year, out of the rental reserved under the lease to the Pennsylvania Railroad Company, and such dividends will be payable free of the income tax of the United States Government, and of all taxes which may be collected in any manner through or by means of the corporation owning the road, or the corporation leasing the same—the payment of all such taxes being assumed by the lessee.

One hundred and seventy-one shares will be issued in exchange for each one hundred shares of the present stock. Persons entitled to receive the fractional part of a share will receive scrip not entitled to dividends until aggregated.

The fractional part of a share due in exchange being three sevenths of a share on every one hundred shares, will be converted, and the avals included in the cash dividend to be hereafter made out of the surplus assets of the Company when outstanding accounts shall be settled.

The books will be opened for the exchange of stocks on TUESDAY, the 24th day of August, 1869.

By order of the Executive Committee.

WINSLOW, LANIER & CO.,
TRANSFER AGENTS.

No. 27 Pine street

SEVEN PER CENT GOLD
FIRST MORTGAGE CONVERTIBLE BONDS OF THE
Danville, Urbana, Bloomington and Pekin Railroad Company of Illinois,

Principal and Interest payable in Gold at the Farmers' Loan and Trust Company, New York. Coupons
Payable April and October.
FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its terminal being the cities of Danville and Pekin, both in Illinois. The length of the road is 117.5-100 miles; its capital stock \$3,000,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time, if desired. The total amount of bonds is limited to \$2,000,000. The security offered is, as we shall show, the best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than \$15,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant wagon-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. An Indianapolis connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville, or via the Erie, Atlantic and Great Western, to Dayton, Ohio, and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Pennsylvania Central, to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburg, Cincinnati, Indianapolis, Danville and Peoria.

Thus, with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other

railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Earn'gs.	Miles road.	Earn'gs per mile
Chicago, Alton and St. Louis.....	\$3,892,861	280	\$13,900
Chicago and Northwestern.....	1,712,248	1,133	11,670
Chicago, Rock Island and Pacific.....	4,106,108	416	9,892
Toledo, Wabash and Western.....	3,783,830	521	7,261
Illinois Central.....	7,160,991	708	10,115

It is safe to estimate the receipts of the Danville, Urbana, Bloomington & Pekin R. R. for the first year, at \$12,000 per mile, or on 117.5 miles, \$1,406,250.

FIRST YEAR.	
Receipts, as estimated.....	\$1,406,250
Estimated expenses as follows:	
Operating expenses, 50 per cent.....	\$703,125
Interest on \$2,000,000 gold bonds, 7 per cent.....	140,000
Premium, 40 per cent on \$140,000 gold.....	56,000
Set aside as Sinking Fund.....	10,000
.....	908,300

Leaving a net profit over interest and expenses..... \$496,300

or over 16 per cent for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter, each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 80, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent currency, over 4 per cent more than the same amount invested in Five-twenty Bonds—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company

TURNER BROTHERS, Bankers,
14 Nassau Street, New York

New York, July 23, 1869.

Insurance.

Mercantile Mutual

(MARINE)

INSURANCE COMPANY,

NO. 35 WALL STREET, NEW YORK.

Capital.....\$1,000,000
Assets.....1,500,000

This Company takes Marine and Inland Navigation Risks on Merchandise, Freight and Hulls of Vessels. On the payment of Premiums a Rebate or Discount on the current rates is made in cash, as an equivalent for the Scrip Dividends of a Mutual Company. The amount of such Rebate being fixed according to the character of the business, gives to dealers a more just apportionment of profits than by the mutual system; and being made in cash, on payment of the Premiums, is more than equivalent to the CASH VALUE of the average Scrip Dividends of Mutual Companies. Policies issued, making loss payable in Gold in this City, or in Sterling at the Office of the Company's Bankers in Liverpool, if desired.

TRUSTEES:

James Fresland,
Samuel Willets,
Robert L. Taylor,
William F. Frost,
William Watt,
Cornelius Grinnell,
James B. Fish,
Edwood Walter,
D. Colden Murray,
Bryce Gray,
N. L. McCordy,
William Nelson, Jr.,
Harold Dollner,
Geo. W. Hennings,
A. Foster Higgins,
Francis Hathaway,
Aaron L. Reid,
Henry Eyre,
Joseph Slagg,
Edward Merritt,
Daniel T. Willets,
L. Edgerton,
Henry R. Knubard,
John S. Williams,
Charles Gibson,
Paul N. Spofford,
Joa. Willets,
ELLWOOD WALTER, President.
ARCH. G. MONTGOMERY, Jr., Vice-Pres.
ALANSON W. HEGEMAN, 2d Vice-Pres.
C. J. DESPARD, Secretary.

Miscellaneous.

A SAUCE

BEYOND COMPARISON.

Thwaites & Bradshaw's.



No Breakfast or Dinner complete without it.
The finest of all East Indian Condiments.—SOYER.
For Hot or Cold meats, Fish, Soups, &c.,
No Sauce, Pickle or Ketchup can compare.
Sold retail by most Grocers, Fruit Dealers, &c.

WHOLESALE BY

G. G. HAZARD, 208 and 209 Fulton street.
S. E. HUSTED & CO., 183 Greenwich street.

SCOTCH PIG IRON.

All the approved Brands of No. 1
Scotch Pig Iron,
IN YARD, ON DOCK, AND TO ARRIVE.
In lots to suit purchasers. Apply to
HENDERSON BROTHERS,
No. 7 Bowling Green, New York.

Bankers and Brokers.

W. P. VAN DEURSEN, Chicago. SWAN & PAYSON New York.

W.P. VanDeursen & Co.,

BANKERS and BROKERS,

106 LASALLE ST UNION BANK BUILDING).
CHICAGO, ILLINOIS.

Buy and sell STOCKS, GOVERNMENT SECURITIES and GOLD, on Margin—or for future orders at
NEW YORK RATES.

GOLD DRAFTS ON NEW YORK OR SALE.

G. F. EMRICH, President. C. V. HARD, Cashier.

THE COMMERCIAL BANK

OF

WOOSTER, OHIO.

Dealers in Foreign and Domestic Exchange, Gold and Silver Coin and Government Securities.
Collections promptly made on all accessible points.

NEW YORK CORRESPONDENTS.
National Park Bank, Henry Clews & Co., Bankers.
Nat. Broadway Bank, Kidd, Pierce & Co., Bankers.
Importers & Traders National Bank.

G. WELD THOMAS,

BROKER AND DEALER IN
Miscellaneous Stocks, Bonds, Real Estate, &c.

No. 21 NASSAU STREET (Room 8),
NEW YORK.

Buys and Sells all classes Southern, Northern and Western Securities at a small commission.
Money advanced on Stocks, Bonds, and Real Estate.

A CHOICE SECURITY. FIRST MORTGAGE BONDS

OF THE

NEW-YORK AND OSWEGO MIDLAND R.R.

COUPON AND REGISTERED.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

Interest SEVEN Per Cent GOLD per annum, FREE OF GOVERNMENT TAX, payable in New-York
January and July.

The road upon which these securities are based is one of first-class importance. It spans the State of New-York from its Metropolis to its northern borders. No public work of greater magnitude or of fairer promise for utility and profit has ever been undertaken in this State.

Its northern terminus is at the City of Oswego, on Lake Ontario. From this point it traverses, in the direction of New-York, the rich and populous counties of Oswego, Oneida, Madison, Cayuga, Onondago, Cortland, Chenango, Otsego, Delaware, Sullivan, Ulster and Orange, where it strikes the borders of New-Jersey, whence it continues under another name and a separate charter obtained from that State, to the City of New-York. The last-named division is now in course of construction. The entire length of the road is upwards of 400 miles.

The road is admirably located for securing a large and profitable business. The northern section of New-Jersey, through which it passes, is one of the most healthful and picturesque regions in the vicinity of New-York. It only needs the additional attraction of the railroad facilities which this line will afford to transform it into a wealthy and populous suburb of the Metropolis; thus securing to that division of the road a large and constantly increasing local business.

The other and main division traverses the entire-length of the great midland counties of New-York, which have been hitherto almost destitute of railroad facilities. These counties are as fertile and productive as any in the State; and as this road will furnish them their much-needed facilities for transportation and travel, it cannot fail to command, throughout its entire length, a large and remunerative local business.

Its advantages for through business, both Northern and Western, are also unsurpassed. It shortens the railroad connections of the City of New-York with Oswego and Canada forty-five miles; and, by means of a branch to Auburn, where it connects with the New York Central, it shortens that connection with Buffalo and the West seventy miles. These are important advantages. Taken in connection with its thorough construction, its easy grades, and its freedom from sharp curves, it cannot fail to compete successfully with any and all other roads for through business. Possessing such superior advantages for commanding both local and through business, and being one of the trunk lines of road starting from the great commercial centre of the Union, there would seem to be no room to doubt that the road will prove to be one of the most remunerative in the country.

Its construction has been undertaken under financial auspices equally favorable. The citizens of the Midland Counties, feeling the urgent need of railroad facilities, have made subscriptions to its capital stock to the amount of six millions of dollars. The larger share of these subscriptions have been made by towns and cities in their corporate capacity, and for which they paid in town and city bonds bearing 7 per cent interest. These bonds being made by law exempt from local and municipal taxation, when held in any county through which the road passes, the Company have found ready sale for them at par and interest whenever they had occasion to use the proceeds, thus rendering the subscriptions for which they were given in payment, equivalent to cash. The Company, therefore, commence its undertaking with a paid-up capital of \$6,000,000, which, it is believed, is a larger capital than any other railroad enterprise in this country has ever been started with.

By express provision of law the towns and cities which have thus subscribed for and now hold a majority of the capital stock of the Company, can never dispose of it, whatever the market price may be, without the consent of a majority of the tax-payers in the respective towns and cities. This virtually may be deemed a perpetual prohibition of sale, whereby the control of the road will remain forever with the farmers and business men residing on its line, who, of all others, are the parties most interested in its success, and thus save it from the hazards of being made a foot-ball of stock operators and speculators.

To provide the balance of the means that may be found requisite to complete and equip the road, the Company has adopted the usual method of issuing bonds secured by a first mortgage on its property. That mortgage has been executed. It conveys to A. A. Low, Geo. Opdyke and Delos De Wolf, in trust, to be held as security for the bondholders, the entire road and its branches, from Oswego to the State line of New-Jersey, together with its equipment, franchise, and all other property of the Company appertaining thereto. It also provides that the issue of bonds shall be strictly limited to \$20,000 per mile of road actually built and in running order.

The Company is prosecuting its work with great energy, and doing it in the most substantial manner. It expects to have one hundred and forty-seven miles of its road finished by the 1st October next, namely, that portion of its main line running from Oswego to Sidney Plains, the point of intersection with the Albany and Susquehanna Railroad, together with a branch to New Berlin. Nearly the whole cost of this portion has been defrayed by the stock subscriptions raised along this part of the line. The grading, masonry and bridging of that portion of the line is already about completed, and not less than sixty miles of track laid. The work is also making good progress on other divisions of the road. It is the expectation of the Company, if not retarded by unforeseen obstacles, to have the entire road completed within the ensuing calendar year.

In offering these securities to the public, it is due to the Company to say that, in the preparation of their bonds and the mortgage under which they are issued, they have cheerfully adopted every suggestion that we have deemed essential to render them the most perfect and attractive railroad security on the market. The mortgage provides that, in case of default, for a period of four months, in the payment of interest, the bonds shall become due; and it empowers the trustees, in that event, to take possession of the road and all other property covered in the mortgage, and to use or sell the same for the benefit of the bondholders. This we deem a most important provision, as it avoids all the delays and dangers of litigation in case of default.

The bonds are issued with coupons; but they provide for registration and reconversion into coupon bonds at the option of the holders. Or, if any holder so elect, he may, by surrendering the coupons, convert them into permanent registered bonds.

The bonds are payable in twenty-five years from the 1st of July last. They are payable in gold coin of the United States. They bear gold interest at the rate of 7 per cent per annum, payable in New-York 1st January and 1st July, free of Government tax.

In view of the \$6,000,000 paid-up capital of the corporation issuing these bonds; the importance of the road and its admirable location for commanding profitable local and through business; its proximity to the City of New-York; its wise protection from the control of stock operators and speculators; the good judgment and energy displayed by those charged with its projection and construction; the valuable provisions contained in the mortgage; the right to convert the bonds from coupon into registered, and to reconvert them; and the sound currency in which they are payable, and the high rate of interest they bear—in view of all these assuring facts, we feel amply warranted in commending these bonds as one of the safest and most inviting railroad securities ever offered to the public.

We are authorized for the present to sell them at par and accrued interest in currency. But the Company reserves to itself the right to enhance the price at any time it may elect. For sale by

GEORGE OPDYKE & CO.,

NO. 25 NASSAU STREET.

THE Commercial & Financial CHRONICLE

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.
A WEEKLY NEWSPAPER,
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 9.

SATURDAY, AUGUST 21, 1869.

NO. 217.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Satur-
day morning by the publishers of Hunt's Merchants' Magazine,
with the latest news up to midnight of Friday.

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THE FISCAL YEAR.

Last Wednesday a novelty was witnessed at the Treasury. The government advertised to buy two millions of its bonds from the public at market prices, but was unable to get so many, and were obliged to buy the remainder (\$863,000) on the following day. Whatever other reasons may help to account for this unprecedented scarcity, the chief reason, doubtless, was that a fall of 3@4 per cent had taken place, and that the holders of the bonds, in view of the prosperous fiscal report for the past year, and of the promising position of the Treasury for the coming year, regard their bonds as worth more than the current prices. The fiscal report for the past year is indeed very gratifying. Instead of the alarming deficit which was so confidently predicted, we have a surplus of income, amounting to about 50 millions of dollars, of which 45 millions have been gained under the present administration from April 1st to June 30th. Three things have conspired to give us this large surplus. First, the internal revenues have been better collected; secondly, there has been a great saving made in every department of the administration; and thirdly, the income tax has just brought into the Treasury some 40 millions of dollars. This last circumstance it is which has enabled Mr. Boutwell to engage to

purchase with his surplus currency on hand six millions of United States bonds in June, nine millions in July and ten millions in August. It is claimed that these government purchases may have tended to deplete the supply on the market so as to give an artificial stimulus to the price. What of truth there may be in this conjecture will be seen when Mr. Boutwell ceases to buy and leaves the market to itself. This may perhaps be next month, for it is doubtful how far his currency balance, which is now running down, will justify the continuance of purchases in the present liberal scale. However this may be there is no doubt whatever that the improved credit of the government at home and abroad, which is indicated in the large advance and high rates of our bonds during the past few months are largely due to the fiscal returns to which we have referred. The figures of this report are stated as follows for each of these four quarters:

UNITED STATES REVENUES AND EXPENSES—JUNE 30, 1869.

REVENUES.					
	July 1 to Sept. 30.	Oct. 1 to Dec. 31.	Jan. 1 to March 31.	April 1 to June 30.	Total of fiscal year.
Customs.....	\$49,626,594	\$36,960,463	\$49,389,594	\$44,021,835	\$179,998,426
Internal taxes.....	38,735,866	30,483,386	32,599,537	56,687,674	158,506,463
Direct tax.....	15,536	746,133	3,312		765,081
Land.....	714,836	196,196	1,334,820	1,274,434	4,020,286
Miscellaneous.....	6,350,036	7,832,219	5,706,854	7,963,676	27,752,785
Total.....	95,312,868	76,769,301	88,984,067	109,947,619	370,993,745
EXPENSES.					
	July 1 to Sept. 30.	Oct. 1 to Dec. 31.	Jan. 1 to March 31.	April 1 to June 30.	Total of fiscal year.
Civil service.....	\$11,271,110	\$10,910,060	\$11,508,805	\$13,131,040	\$46,821,015
Pensions and Ind.....	12,355,647	5,048,123	12,183,941	6,928,833	36,515,544
War.....	27,219,117	23,918,873	13,710,093	13,651,977	78,508,060
Navy.....	5,604,786	6,303,279	3,710,466	4,482,135	20,000,660
Interest.....	38,742,314	26,228,313	38,272,709	27,450,406	130,693,742
Total.....	\$105,152,470	\$71,317,748	\$79,334,081	\$61,336,344	\$317,140,643
Receipt over expenses					\$49,852,701
Of which gained in four h quarter, Ap 1 to June 30, 1869.....					45,211,275

The foregoing statements are very suggestive. The customs duties have yielded 180 millions, against 164 millions last year, 176 millions in 1867, 179 millions in 1866, 84 millions in 1865, and 102 millions in 1864. The customs duties may now be regarded as yielding an assured revenue of 160 to 180 millions. This sum could not probably be increased with advantage. But a due regard to the public credit will not allow it to be diminished, for on it we are dependent for the means to pay the interest on our national debt.

In last year's internal revenue aggregates, there is a great decrease. The amount was only 159 millions, against 191 millions the previous year, 266 millions in 1867, 309 millions in 1866, 209 millions in 1865, 109 millions in 1864, and 37 millions in 1863, which was the first year of its collection. The falling off in the internal revenue receipts is due, of course, to the repeal of taxes, and the decrease would have been much more but for the stringent and faithful collection of the taxes, especially of those on whiskey and tobacco, which have been of late enforced with a precision and impartiality unattained before under our revenue system. The general opinion seems to be, that our internal revenue might with advantage be still further simplified, and that all the

minute and less productive taxes should be swept from the statute-book altogether. There are not a few persons who believe that the income tax, the whiskey tax, and the tobacco tax, if faithfully collected, would yield almost all that can safely be levied in this country by internal taxes.

Leaving this vexed question of taxation, however, it is gratifying to glance at the other side of the balance sheet. Our navy has cost 20 millions against 25 millions in 1868, 31 millions in 1867, 43 millions in 1866, and 122 millions in 1865. The army cost last year 78 millions against 123 millions the previous year, and 95 millions in 1867. The civil service cost us 56 millions last year, and the pensions and Indians 35 millions. From the lack of detail, these items cannot be at present conveniently compared with those of previous years. We shall probably resume these considerations hereafter. The result of our analysis, so far as it has been pursued, is amply sufficient to confirm the opinion of those who see in the high prices of our government bonds a result of the improving fiscal strength of our National Treasury.

THE ERIE CANAL AND THE RAILROADS.

Some weeks ago in treating of land and water transportation for agricultural products, we urged the importance of a reduction of rates to the lowest possible limit and the abandonment of restrictions local or otherwise upon internal traffic. There then appeared to be an unusual interest on this subject among commercial men, shippers to the seaboard, all along the lakes and the canals to the Mississippi. Committees were sent out to consult with the merchants of the lake ports, and there seemed to be an understanding that the local rates should be uniformly reduced and then maintained at the reduced figure. We do not understand that this arrangement has been carried out. Had it been, the charge per ton on wheat from Chicago to this city would have been reduced from \$9 64 to \$6 98, and on corn from \$9 06 to \$6 51, leaving the State tolls unchanged. There was a strong hope that the canal tolls would also be reduced. The prominent canal men of the State favored the reduction. The Governor spoke encouragingly with regard to it. Still no change was made. Local charges for handling, shoveling, elevating, &c., were reduced at Buffalo, however, from some 24 cents to about one-fourth of that amount. But the ports at the West, to whose charges exception had been taken, made no reduction, or if they did the change was temporary, or rather in the way of mutual competition, than for the sake of compliance with any uniform rule applicable alike to canal and lake ports. Of course so far as the Western cities were concerned, they had less interest in the reduction of charges than the canal ports of this State. With rates as high as they had been, the railroad was likely to come in as a successful competitor, but the lake ports would lose only such grain as would avoid the water routes entirely by taking the cars at interior ports directly for the East. These lake ports, with their great facilities for receiving and shipping grain, would continue to gather the crop largely to them, and once there, it was of little importance to them what route it would take in seeking the sea board; that would be determined by the rate of transportation. Their real interest in the reduction proposed along the line, was simply to govern the direction of the trade, and to bring to them such portions of the crop as oscillated between the solicitation of the lake ports and other interior shipping points.

The natural result of these continued high rates by water is seen in the successful competition of the railroad from Buffalo to the sea board, with the Erie Canal. Within the past two weeks the railroad managers placed their charges on grain from Buffalo to New York at 25c per 100 lbs., or, for wheat 15c a bushel, for corn 14c, for oats 8c, and for flour 60c per barrel. The canal charges were for wheat 14c a

bushel, for corn 12c, for oats 7½c, and for flour 48c per barrel. By railroad this produce would be brought in three days; by canal twenty days would be required. The shipper has his return in the first case so much quicker than in the last, that the minute difference in the rate would hardly be an object worthy of consideration. Now it is to be noticed here that of the canal charges about one-half are for tolls. Wheat pays about 6c a bushel. The other articles pay in like proportion. Is it not then easy to see that interest and profit alike demand a large reduction of these tolls? Experience must certainly soon teach that, and also the further lesson that the canal facilities of this State need enlargement. As we remarked a few weeks since, as little as possible should be taken from the producer and consumer for transportation charges for the whole country reaps the benefit of any reduction in these rates. Besides, the present canal tolls are actually a discrimination in favor of railroads, and at this very time they are taken advantage of by the shrewd men who control the railroad interests.

MARIETTA AND CINCINNATI RAILROAD (AS REORGANIZED.)

The original Marietta and Cincinnati Company became insolvent in 1857, and the property passed into the hands of a receiver. At that date about \$12,000,000 had been expended on the work, of which \$3,500,000 was share capital, \$6,000,000 mortgage bonds, about \$1,200,000 domestic bonds, and \$1,500,000 floating debt. On the 15th of August, 1860, the company was reorganized on a capital of \$8,000,000, all the mortgage bonds having been surrendered and cancelled, and the old stock and unsecured debts wiped out by virtue of foreclosure and sale. Thus the new company took the property free from all debts and incumbrances, except a loan of \$200,000 made by the trustees for the purpose of effecting the transfer.

What is now the Marietta and Cincinnati Railroad is made up of the old line, which extended from Blanchester to Harmer, and of several roads that were purchased by the company, chiefly with stock, soon after the reorganization of 1857. These were the Hillsboro' and Cincinnati, extending from Loveland, on the Little Miami Railroad, to Hillsboro', and which now constitutes a portion of the main line, and a branch from Blanchester to Hillsboro'; the Union Railroad, connecting the main line with the Parkersburg branch of the Baltimore and Ohio Railroad, which is to be more closely connected with that great line by a bridge over the Ohio river, now being built; also the Scioto and Hocking Valley Railroad, now called the Portsmouth Branch. The scheme of the work includes an extension into Cincinnati, of which about seven and a half miles still remain to be constructed. The improvements, when perfected, will make up a line of uniform gauge from Baltimore to Cincinnati, virtually under one direction, and if in the future the gauge of the Ohio and Mississippi Railroad be changed from the wide to the narrow gauge, a line from Baltimore to St. Louis and West, via the Pacific Railroad of Missouri and connections to the cities of the Pacific Slope and Coast. It is scarcely possible that those interested in this great project can fail to perfect the plan thus laid out, and furnish Baltimore with the means of developing its natural share in the overland commerce of the continent. The extension into Cincinnati will also give the road a valuable connection via Indianapolis west and north.

The lines of the present company may be described as follows:

	miles.
Main line: Harmer to Cincinnati, Hamilton and Dayton Railroad.....	199.8
Blanchester to Hillsboro'	21.0
Branches: Hamden to Portsmouth	56.0
Scott's Landing to Belaire	9.0
Total road owned by company.....	276.8
Leased: Cin. Ham. and Dayton (Junction to Cincinnati).....	7.3

The length of sidings and other second tracks is about 22 miles. The iron ranges from 56 to 60 lbs. to the yard. Previous to the construction of that part of the road west from Loveland, the company's trains reached Cincinnati via the Little Miami Railroad, for which privilege they paid \$60,000 a year. They now pay to the Cincinnati, Hamilton and Dayton Company, for the use of seven and a half miles of road, \$25,000 a year, and to the Cincinnati and Indiana Company, for the use of depot, &c., in Cincinnati, \$5,000 a year.

The company have 52 locomotives and 580 cars, of which latter 24 are passenger, and ten baggage, mail and express, the remainder being freight cars.

The mileage made by engines hauling trains in 1868 was as follows: Passenger trains, 450,760; freight, 471,380; wood, &c., 180,760, and construction, 87,700—total, 1,190,600 miles. The number of passengers transported on the lines was 311,805, and the quantity of freight, 328,877 tons. It does not appear that the through business of the lines is extensive, the number of passengers between Cincinnati, Harmar and Belpre having been only 4,419, and the tons of freight only 12,652. The earnings in the same year amounted to \$1,295,367 55, of which \$32,206 43 was from through passengers, and \$196,586 01 from way passengers. This through business has increased yearly, and when the termini are completed, the prospects are favorable to a large development of this branch of the business of the line. The expenses of operating in the same year were \$1,117,617 35, leaving net earnings at \$177,750 20. This amount was not sufficient to pay even the interest on the company's first bonds, and hence the debt of the company was largely increased. In the following table we give the earnings of the road for five years:

	FREIGHT		PASSENGER		Mail, Exp. &c.	Total Amount.
	Local.	Through.	Local.	Through.		
1864...	\$454,167 86	\$68,000 00	\$466,318 74	\$600 00	\$53,083 65	\$1,034,155 25
1865...	445,862 82	147,190 57	593,758 51	1,000 00	60,429 56	1,534,018 16
1866...	591,570 75	113,073 29	412,974 79	20,956 00	76,547 62	1,305,410 36
1867...	676,870 45	126,628 88	872,686 29	39,877 00	76,451 85	1,350,514 67
1868...	656,549 29	196,586 01	388,741 45	32,206 43	71,184 37	1,295,367 55

These figures are scarcely encouraging, but when the connections east and west are completed, there will, undoubtedly, be a large increase in the annual receipts. The balance to the loss of the company increased in 1868 from \$435,685 38 to \$874,373 65, or, by the large sum of \$438,688 27. The financial status of the company on January 1, 1864, and January 1, 1869 (five years apart), is shown in the following abstract of the general balance sheets of date:

	1864.	1869.	Increase	Decrease
Shares, 1st preference...	\$5,445,443 21	\$3,130,719 44	\$7,885,377 23	.....
" 2d " " " " "	3,483,571 97	4,400,868 23	976,796 26	.....
" common.....	1,850,000 00	2,029,778 25	179,778 25	.....
	\$10,779,014 18	\$14,620,965 92	\$3,941,851 74	.....
Bonds, 1st mort. sterl'g.	\$1,000,000 00	\$1,050,000 00	\$50,000 00	.....
" 2d mort. curr'g.	600,977 84	2,454,343 51	1,841,364 67	.....
" 3d mortgage.....	.....	2,500,000 00	2,500,000 00	.....
" Scioto & H. Val.	.....	300,000 00	300,000 00	.....
Baltimore loan to Union Railroad Company...	20,000 00	20,800 00	800 00	.....
	\$1,629,977 84	\$6,334,343 51	\$4,694,364 67	.....
Pay-rolls.....	\$33,461 16	\$131,408 87	\$107,947 71	.....
Bills payable and cash borrowed.....	26,508 95	241,363 13	214,754 18	.....
Cash dividend unpaid...	165,478 50	7,468 50	158,010 00	.....
Individual accounts...	.....	99,020 87	99,020 87	.....
Profit and loss.....	342,464 34	.....	342,464 34	.....
Total.....	\$12,963,904 97	\$21,421,969 80	\$8,461,064 83	.....

Per contra, the following assets, viz.:

Railway and equipment	\$9,493,439 19	\$11,685,896 19	\$2,192,454 00	.....
Union R.R. purchase...	153,608 58	177,916 50	24,307 92	.....
Hillsboro' and Cincinnati R.R. purchase...	1,583,517 87	1,888,796 93	335,479 36	.....
Scioto and Hocking Valley R.R. purchase....	.....	800,000 00	800,000 00	.....
Total.....	\$11,140,565 54	\$14,453,609 62	\$3,313,044 08	.....
Construct'n—Main line.	\$590,964 08	\$1,740,318 55	\$1,149,354 47	.....
" Cin ex.....	1,581 10	1,351,110 36	1,349,529 26	.....
Discount on mort. b'ds.	.....	1,194,851 30	1,194,851 30	.....
	\$592,195 18	\$3,126,281 05	\$2,534,085 87	.....
Suspense Account.....	\$.....	\$155,000 00	\$155,000 00	.....
Real estate.....	102,544 70	550,956 77	447,712 07	.....
Bonds and stocks.....	.....	52,955 09	52,955 09	.....
Materials and fuel.....	10,307 08	105,549 29	95,242 21	.....
Fills receivable.....	.....	7,999 34	7,999 34	.....
Uncollected revenue...	.....	49,950 56	49,950 56	.....

C. & Hock Val. R.R.			
Subscription.....	70,000 00	80,000 00	.....
Profit and loss.....	874,373 65	874,373 65	.....

Total..... \$12,963,904 97 \$21,421,969 80 \$8,461,064 83

The funded debt of the company, as shown in the statement of January 1, 1869, is described as follows:

	Rate.	Interest Payable.	Principal payable.	Amount outstanding.
1st mortgage, sterling.....	7	Feb. & Aug.	Aug. 1, 1891	\$1,032,000 00
1st mortgage, currency.....	7	Feb. & Aug.	Aug. 1, 1891	2,440,500 00
2d mortgage, currency.....	7	Feb. & Aug.	Aug. 1, 1891	4,343 51
3d mortgage, currency.....	7	May & Nov.	May 1, 1896	2,500,000 00
1st mortgage (S. & H. Val. R.R.)	7	May & Nov.	May 1, 1896	300,000 00
Balt. loan to Union R. R. Co...	6	.....	.....	20,000 00

The stocks of this company are almost without market value. First preference shares have recently been sold at 20@23, and second preference at 6@8. The common stock is not quoted.

CHICAGO AND NORTHWESTERN RAILWAY.

The annual report of the Chicago and Northwestern Railway Company for the fiscal year ending May 31, 1869, has just been published, and, taken as a whole, must be considered the most favorable report yet issued. The gross earnings of the road, on a mileage nearly the same as in the previous year, show the important increase of \$1,326,496, while the per centage of operating expenses to earnings is only 56.84 per cent (taxes included), against 62.42 per cent in 1867-8. The result of the economy of operations will more fully appear by a comparison of the gross and net earnings for the last two years, as follows:

	Gross earnings.	Net earnings.
For the year ending May 31, 1868.....	\$12,914,343 49	\$2,384,399 51
For the year ending May 31, 1869.....	13,941,343 19	3,566,070 16
Amount of increase.....	\$1,326,496 73	\$1,203,707 75
Per centage of increase.....	10 52-103	50 9-10

Liberal outlays have been made during the year for permanent improvements and equipment; the funded debt has been decreased \$783,000, part of which was by the payment of bonds in cash; two dividends of 5 per cent each in cash have been declared and paid (the latter June 30, 1869); and the balance of \$281,771 remains on hand to be carried to the income account of next year. Details of the new issues of stock, and the several changes which have taken place in the funded debt are given at length below. It is to be noticed that the Directors of the Northwestern Company have pursued the policy of giving full information to their stockholders of all its affairs—the weekly and monthly earnings of the road are promptly issued, as also its annual report at the close of the fiscal year, and inquiries made at the office of the Company are courteously answered. This policy has the natural effect of inspiring confidence among dealers in its stock, and makes the "Northwest" Common and Preferred especial favorites at the New York Stock Exchange. Since the close of the fiscal year the Company has been called upon to lament the death of its distinguished President, Mr. Henry Keep, to whose great energy and ability the success of the Northwestern Company is largely due. Mr. Keep was considered by many persons as, without exception, the ablest railroad man in this country, and by all, his extraordinary talents were fully acknowledged. The highest eulogy which can be pronounced upon him as a business man, is to say that he managed the properties committed to his care with great integrity and always for the benefit of the stockholders interested. Without taking a romantic view of the subject, it may truly be said, that there are hundreds of persons of limited means in this country, who bless the memory of Mr. Henry Keep, as the man to whom they are indebted for an income, out of property which was once considered almost worthless.

The lines of railroad owned, leased and operated by the Chicago and Northwestern Railway Company at the termination of its fiscal year, ending May 31, 1869, were as follows:

WISCONSIN DIVISION.....	814.6 miles.
Chicago, Ill., to Fort Howard, Wis.....	212.2
Kenosha, Wis., to Rockford, Ill.....	72.4
GALENA DIVISION.....	261.0 "
Chicago, Ill., to E. bank of Mississippi (opp Clinton, Ia).....	137.0
Junction (20 m. W. Chicago) to Freeport, Ill.....	91.0
Elgin (42 m. N. W. Chicago) to Richmond, Ill.....	33.0
IOWA DIVISION (leased lines).....	854.0 "
Bridge, E. bank of Mississippi, Ill. to Clinton, Ia.....	1.1
Chicago, Iowa and Nebraska RR.—Clinton to Cedar Rapids, Ia.....	81.3
Cedar Rapids and Missouri River RR.—Cedar Rapids to Missouri River.....	271.6

MADISON DIVISION.....	67.6	"
Belvidere, Ill., (78 m. W. Chicago) to Madison, Wis.....	67.6	"
PENINSULA DIVISION.....	73.8	"
Escanaba, Mich., to Cleveland Mines, Mich.....	67.9	"
Branches and Extensions to mines.....	5.9	"
MILWAUKEE DIVISION—Chicago, Ill., to Milwaukee, Wis.....	85.0	"

Total length of railway owned, leased and operated, 1,156 miles; second track, 30 miles, and sidings (in Chicago 37.6, and on lines 144.1) 181.7 miles; gauge, 4 feet 8½ inches.

The stock of locomotive and cars on hand at the date of consolidation, and at the termination (May 31) of each subsequent year are as follows:

	June 1, '64.	1865.	1866.	1867.	1868.	1869.
Locomotives (1st class.....	94	123	139	203	204	206
2d class & switchings..	28	31	33	44	44	49
Total number.....	122	154	172	247	248	255

Description and number of cars:

Passenger (1st class.....	71	79	103	112	118	125
2d class.....	15	15	21	21	21	30
Total.....	86	94	124	133	139	155
Caboose and way.....	79	83	99	117	137	149
Baggage, mail and express.....	70	75	88	101	107	109
Boarding.....	..	..	2	4	4	4
Freight (Box.....	1,692	2,000	2,230	8,554	8,540	3,65
Platform.....	366	611	737	901	901	904
Cattle.....	109	109	207	8	7	311
Coal.....	53	53	53	53	53	53
Total.....	2,420	2,773	3,227	4,515	4,824	4,922
Iron ore.....	..	214	322	519	522	536
Total of all cars.....	2,655	3,239	3,837	5,689	5,733	5,875

REVENUE, EARNINGS, EXPENSES, ETC.

The following statement exhibits the sources and amount of revenue, and the objects of disbursement, in each of the four years ending May 31, 1869:

	1865-6.	1866-7.	1867-8.	1868-9.
Passenger earnings.....	\$2,510,727	\$2,915,016	\$3,593,031	\$3,990,968
Freight.....	5,393,191	6,649,589	8,266,809	9,291,478
Express.....	187,187	346,016	464,405	516,164
Mail.....	77,060	124,485	172,605	175,959
Miscellaneous.....	105,103	86,627	137,394	166,742
Total gross earnings.....	\$8,243,840	\$10,161,735	\$12,614,846	\$13,941,343
Operating expenses.....	\$5,072,959	\$6,734,365	\$7,438,484	\$7,507,540
U. S. taxes on earnings.....	200,169	107,611	89,343	99,711
U. S. revenue stamps.....	4,314	5,680	6,153	4,915
State and county taxes.....	249,439	206,426	289,764	317,352
Total operating expenses & taxes.....	\$5,527,083	\$7,103,993	\$7,773,646	\$7,924,519
Earnings less expenses.....	\$2,716,756	\$3,057,742	\$4,741,199	\$6,016,823
Expn. to earn'g (excl'v of taxes) 61.54 p.c.	..	66.17 p.c.	59.85 p.c.	53.85 p.c.
Taxes to earnings.....	5.50	3.74	3.06	2.99
Expn. to earn. (incl'v of taxes) 67.04	..	69.91	62.42	56.34

The following is a statement of the gross earnings monthly for the same years:

	1865-6.	1866-7.	1867-8.	1868-9.
June.....	\$741,942	\$925,383	\$883,658	\$1,180,932
July.....	704,991	708,523	888,214	1,076,673
August.....	767,523	797,474	1,068,236	1,261,940
Sept. mbr.....	946,707	1,000,085	1,449,912	1,507,479
October.....	932,682	1,201,215	1,541,066	1,570,066
November.....	754,671	1,010,894	1,211,530	1,107,083
December.....	517,842	712,359	879,900	1,001,986
January.....	623,565	696,146	734,589	892,092
February.....	399,917	574,064	807,477	890,286
March.....	622,844	765,398	850,192	1,142,165
April.....	587,818	774,279	1,094,597	1,112,190
May.....	888,948	895,711	1,211,149	1,268,444
Yearly earnings.....	\$8,243,840	\$10,161,735	\$12,614,846	\$13,941,343

	1865-6.	1866-7.	1867-8.	1868-9.
Yearly earnings per mile operated.....	\$8.917 08	\$9.888 80	\$10.937 09	\$12.069 99
Yearly expenses per mile operated.....	5.978 45	6.913 19	6.226 47	6.855 13
Yearly profits per mile operated.....	2.938 63	2.975 61	4.710 62	5.204 87

The earnings and expenses by divisions for the years 1867-68 and 1868-69 was as follows:

	1867-8.	1868-9.
Divisions.....	Gross earnings.	Operating expenses.
Wisconsin.....	\$3,156,059	\$2,409,173
Galena.....	4,395,687	2,452,706
Iowa.....	5,415,695	2,360,061
Madison.....	226,797	153,375
Peninsula.....	445,123	278,837
Milwaukee.....	1,077,617	588,592
Total.....	\$12,614,846	\$7,873,646

INCOME ACCOUNT—DISPOSITION OF REVENUE.

The following table exhibits the nett receipts from earnings, and the mode of their disbursement for the four fiscal years, as above:

	1865-66.	1866-67.	1867-68.	1868-69.
Balance from previous year.....	\$157,603	\$483,988	\$468,224	\$20,474
Net earnings in year.....	2,716,756	3,057,742	4,741,199	6,016,823
Total resources.....	\$2,874,360	\$3,541,730	\$5,209,424	\$6,037,297

Disbursed on the following accounts:

Interest and exchange (including interest and dividends on the Chic. and Milw. RR. and the Beloit and Mad. RR. bonds and stocks.....	943,795	1,275,394	1,342,878	1,269,998
Sinking funds.....	65,120	59,130	53,130	45,120
Chic. Iowa & Nebr. RR. Rent.....	365,591	378,411	562,990	660,374
Cedar R. & Mo. Riv. RR. rent.....	152,860	265,819	418,948	476,300
Discount on securities sold.....	415,799	117,834	..	..
Dividends on preferred stock.....	447,135	..	\$1,323,150	..
Dividends on common stock.....	..	..	\$1,486,980	1,071,891
Total disbursements.....	\$2,890,372	\$3,073,506	\$5,188,947	\$4,122,643
Balance to next year.....	\$453,988	\$468,224	\$30,476	\$1,914,656

* 10 per cent payable on stock. Out of which dividend 5 per cent (\$1,632,988) was paid June 30, 1869, leaving balance to income of \$281,771.

Since the beginning of the last fiscal year, on the 1st of June, 1868, the funded debt has been decreased to the extent of \$783,000, and this amount, added to the amount of \$275,000 of 10 per cent equipment bonds, paid off on the 1st of May, 1868, as stated in the last annual report, shows a total decrease of the funded debt, in the last two years, of \$1,058,000. Of this amount there has been paid off in cash—

10 per cent equipment bonds.....	\$285,070 60
1st mortgage, and Beloit and Madison 7 per cent bonds.....	10,000 00
Amount retired by the conversion of consolidated sinking fund, and Peninsula bonds, and by exchange of 7 per cent equipment bonds.....	\$285,000 00
Total.....	\$1,038,000 00

The share capital of the company has been increased during the year \$337,296, of which \$34,486 has been an increase of common stock, and \$302,810 an increase of preferred stock; all of which has been issued for the conversion of bonds, and in exchange for Beloit and Madison, and Chicago and Milwaukee Railway stocks.

The condition of the company on the 31st of May, 1869, in respect to its stock and bonds, it is as follows:

Amount of common stock.....	\$14,590,161 61
" preferred stock.....	16,659,097 42
" bonds as per schedule appended to report.....	17,290,400 00
Total of stock and bond.....	\$48,539,659 03

Three payments of the 10 per cent equipment bonds, issued September 1st, 1866, have already been made as they matured, in the respective amounts of \$275,000 every six months; and two more of such payments, amounting together to \$550,000, will accrue and be paid in November and May of the current fiscal year, ending with the 31st of May next.

No new issues of bonds have been made to replace the amount of these maturing bonds, nor for any other purpose; but in view of these payments, which will materially decrease the funded debt, and of the large expenditures during the year for additional equipment and permanent improvements before referred to, the Board of Directors authorized, on the 26th of May last, the issue and sale of fifteen thousand shares of the preferred stock of the Company—as an increase of its capital—to be consummated by the delivery of the stock on the 1st of July, 1869.

The stock was all disposed of, as of that date, at its par value, and its issue, which was subsequent to the close of the last fiscal year, will appear in the next annual report.

At the date of the last report there was outstanding of Chicago and Milwaukee Railway stock \$153,400, and of Beloit and Madison Railroad stock \$10,000, not owned by this company. These amounts have, during the year, been reduced to \$41,090, and to \$8,214 respectively, by exchanges for the preferred and common stocks of this company; the balance still outstanding of \$49,304, is mostly in small amounts, and may be exchanged on presentation, at the option of the company, at any time.

GENERAL BALANCE SHEET.

The financial condition of the Chicago and Northwestern Railway Company May 31, 1866-69, four years, is shown in the following abstract:

	1866.	1867.	1868.	1869.
Capital stock—common.....	\$13,147,901	\$13,232,495	\$14,755,675	\$14,690,161
" preferred.....	13,019,085	14,789,123	16,356,267	16,659,097
Funded debt.....	14,051,000	16,261,000	15,976,000	15,202,000
Bonds of leased roads guar.....	..	..	2,097,000	2,098,400
Net floating debt.....	277,750	1,123,476	236,964	317,065
Balance of income.....	453,983	463,224	30,076	1,914,656
Total.....	\$41,006,006	\$45,564,332	\$49,382,104	\$50,771,379

* 15,000 shares of preferred stock since issued making the total \$18,150,097.

Per contra: the charges which follow—

Old construction.....	\$35,079,585	\$35,273,814	\$30,811,092	\$30,935,538
New construction.....	1,249,340	1,770,356	2,777,303	3,696,563
New equipment.....	1,539,935	4,828,399	4,338,809	5,221,400
Securities on hand.....	1,903,700	2,639,508	639,179	948,000
Materials on hand.....	1,303,625	1,363,158	1,055,738	1,169,578
Total.....	\$41,066,006	\$45,864,332	\$49,382,104	\$50,771,379

STOCKS, BONDS, ETC., OWNED BY COMPANY.

The "securities on hand" given as an aggregate in the balance abstracts as above, are enumerated at large in the following summary:

	1866.	1867.	1868.	1869.
1st & 2d Mort. (Gal. & Chic. Union RR) bds.....	258,000	293,000	284,060	298,880
1st Mort. (Ced. Rds & Mo. Riv. RR) bds.....	27,500	..	..	..
1st Mort. Bel. & Mad. RR) bds.....	..	..	..	..
Sterling Bridge Co's stock.....	2,000	2,000	2,000	1,500
Dub. & Sioux City RR Co's pref. stock.....	8,304	8,304	..	..
Dub. & Sioux City RR Co's 1st Mort. bds.....	6,000	6,000	..	..
Waupequa and Weyauwega town bonds.....	2,100	2,100	2,100	2,100
Propeller "Favorite" stock.....	10,455	10,455	..	..
Chicago & Mil. R. R. Co's stock.....	1,374,350	2,018,200	..	..
Flag Trust bonds, C. & N. W. Co.....	45,000	..	..	..
Consol. slg. rd bonds.....	50,000	..	..	..

there are grounds for the opinion which has found favor this week respecting the improbability of a reduction in the Bank rate to $2\frac{1}{2}$ per cent. It may also be remarked that we shall certainly require more foreign wheat next season, for the weather is very unsettled, and but few are bold enough to assert that there will be an average crop. The following are the quotations for money:

	1868.	1869.		1868.	1869.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum.....	2	3	4 months' bank bills	2	2
Open-market rates:			6 months' bank bills	2	2
30 and 60 days' bills	1	1	4 and 6 trade bills..	2	3
3 months' bills.....	1	2			

The rates of interest allowed by the joint stock banks and discount houses are:

	'68.	'69.		'68.	'69.
Joint stock banks.....	1	2	Discount houses, 7 days notice	1	2
Discount houses, at call.....	1	2	do	1	2

On the continent the money market is quiet, and no tendency to increased firmness is apparent. Annexed are the quotations at the leading cities:

	B'k rate	Op. m't		B'k rate	Op. m't
1868. 1869.	1868. 1869.	1868. 1869.		1868. 1869.	1868. 1869.
At Paris.....	2	2	Turin.....	5	5
Vienna.....	4	4	Brussels.....	2	2
Berlin.....	4	4	Madrid.....	5	5
Frankfort.....	2	2	Hamburg.....	1	1
Amst'd'm.....	3	3	St. Pet'g.....	4	4

There is scarcely any demand for gold for export, and further large supplies have been sent into the Bank during the week. Silver is weaker, and is $\frac{1}{2}$ d per ounce cheaper. The following are the prices of bullion:

	GOLD				
Bar Gold.....	per oz. standard.	77	9	0	0
do fine.....	do last price.	77	9	0	0
do Refinable.....	do last price.	77	11	0	0
Spanish Doubloons.....	per oz.	75	6	0	0
South American Doubloons.....	do nominal.	73	9	0	0
United States gold coin.....	do	76	2	0	0

	SILVER.				
Bar Silver Fine.....	per oz. standard nearest.	5	6	0	0
do containing 5 grs. gold.....	do	5	0	0	0
Fine Cake Silver.....	per oz.	5	5	0	0
Mexican Dollars.....	per oz.	4	11	0	0
Spanish Dollars (Carols).....	per oz.	—	—	—	—
Five franc pieces.....	do	4	11	0	0

Quicksilver £6 17s. per bottle; discount 3 per cent.

No material change has taken place in the rates of foreign exchange. In the Stock Exchange business has been restricted, partly in consequence of the holiday-making now in progress. On Wednesday there was a sort of a panic in Turkish and Egyptian securities, owing to the rumor that the Sultan had taken offence at some real or imaginary breach of etiquette on the part of the Viceroy; but the market has since been firmer. Consols have been flat, owing to the unsettled weather, and to the impending new loans. The following figures show the highest and lowest prices of Consols and of the principal American securities on each day of the week:

	Aug. 7.	Monday.	Tuesday.	Wed'nay.	Thurs'day.	Fri'day.	Sat'day.
Consols.....	93	93	93	93	93	93	93
U. S. 5-20's, 1882.....	83	83	83	83	83	83	83
U. S. 5-20's, 1884.....	80	80	80	80	80	80	80
U. S. 5-20's, 1885.....	83	83	83	83	83	83	83
U. S. 5-20's, 1887.....	81	81	81	81	81	81	81
U. S. 10-40's, 1886.....	76	76	76	76	76	76	76
Atlantic & Gt. West.....	34	34	34	34	34	34	34
consolidated mort. b'd's.....	24	24	24	24	24	24	24
Erie Shares (£100).....	19	19	19	19	19	19	19
Illinois shares (£100).....	94	94	94	94	94	94	94

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average price of English wheat, the price of Middling Upland cotton and of No. 40 Mule yarn, fair second quality, compared with the four previous years:

	1865.	1866.	1867.	1868.	1869.
Circulation, including—					
Bank p. st. bills.....	22,575,657	25,405,018	24,832,169	25,514,672	24,371,705
Public deposits.....	5,264,739	3,160,456	5,189,654	3,379,061	3,740,686
Other deposits.....	14,688,181	17,660,344	19,856,992	20,667,439	18,108,655
Government securities.....	10,287,260	10,078,123	12,312,372	14,190,282	14,580,856
Other securities.....	21,341,857	26,156,555	16,763,303	16,292,287	14,394,659
Reserve.....	6,351,260	3,680,228	13,912,084	11,408,609	10,266,460
Coin and bullion.....	14,323,390	13,602,429	23,355,641	21,371,969	20,657,047
Bank rate.....	4 p. c.	10 p. c.	2 p. c.	2 p. c.	8 p. c.
Consols.....	89	94	94	93	92
Price of wheat.....	42s. 6d.	61s. 1d.	67s. 5d.	61s. 1d.	51s. 9d.
Midd. Upland cotton.....	19d.	18	16	16	12
No. 40 Mule yarn, fair 2d quality.....	1s. 9	1s. 9	1s. 3	1s. 1	1s. 4

Trade is not active, but prices are firm, and in the cotton trade there is still great confidence in the maintenance of the present range of prices. The stock of cotton in Liverpool is now only 276,900 bales. The stocks in Liverpool and London, including the supplies of American and Indian produce ascertained to be about at those ports, is 1,109,421 bales, against 1,473,578 bales last year; so that there is a diminution of 364,157 bales. At Manchester the trade in cotton goods is very firm, but as buyers are averse to following the upward movement, business has been somewhat restricted.

Mr. Thomas Banks, the Secretary of the Operative Cotton Spinners and Winders' Association, has published a statement showing the producing power of Preston in the spinning department, to what extent that power is employed, and the quantity of machinery now lying absolutely idle. It shows that in those mills in which work is still being carried on, there are 80,224 spindles which are not at work while 872,880 spindles are idle in those mills which have quite stopped work. The following is the statement, and will be of interest at the present time:

Firm.	No. of mules.	Days working.	Mules stopped.	Spindles stopped.
Arkwright, D.....	27	27	4	15,864
Birley Brothers.....	25	19	6	13
Caterall P & Co.....	17	17	6	..
Cock-hill Messrs.....	14	14	6	..
Copland M. B.....	10	10	6	..
Calvert & sons, Walton.....	50	50	4	..
Calvert W.....	18	18	4	..
Crompton Mr.....	13	13	6	..
Gardner Robert.....	29	25	6	4
Goodair J., Brookfield.....	25	19	5	9
Goodair J., Peel Hall.....	26	26	6	..
Hinkman & son.....	24	24	6	..
Humber J & son.....	21	21	6	..
Horrocks, Jackson & Co.....	55	55	6	..
Horrocks, Miller & Co.....	117	117	6	..
Hawkins J & son.....	30	24	6	6
Haslam brothers.....	24	24	6	..
Leigh J & A.....	27	21	6	6
Lees, S. & J. F.....	26	12	6	14
Kennedy M.....	21	21	6	..
Maynard M. S.....	11	11	6	..
Napier G. W. & Co.....	24	19	6	..
Paley & Co.....	26	26	6	..
Paley, Rawshorn & Co.....	23	23	6	..
Rattray & Simpson.....	27	27	6	..
Smith Joseph.....	22	22	6	..
Smith G., Lord street.....	8	8	6	..
Smith & Grime.....	16	14	6	2
Sharples & Co.....	18	18	6	..
Swanson, Birley & Co.....	28	28	6	..
Simpson J. A. & Co.....	32	32	6	..
Threlfall J & son.....	35	24	6	1
Walker Mr.....	16	16	6	..
Wilding Mr.....	18	18	6	..
Total.....	963	962	60	80,224

The following mills are wholly stopped:

	Mules.	Spind's.		Mules.	Spind's.
Allen W A & Co.....	19	25,000	Rodgett Miles.....	14	14,713
Birley & Beaumont.....	15	27,300	Smith George (assign's).....	12	21,300
Rawcliffe & Bibby.....	23	24,300	Swainson E., Cable st.....	9	14,480
Dawson William.....	14	22,240	Seed William.....	10	14,363
Naylor J (executors) as- sign's.....	21	27,280	Humber William.....	24	38,730
Gardner E. T. (assign's).....	15	17,450	Walker & Co.....	19	20,782
Clyton John.....	8	13,240	Threlfall R & R.....	25	37,400
Dixon brothers.....	24	31,284	Total.....	273	273,880
Eastham George (dec'd).....	19	23,700			

The number of mules standing in mills partially working, and in those wholly stopped is thus shown to be 332, which would give employment to about 1,000 spinners, piecers, and creelers, besides whom there would be employed about 200 other persons—spinning-masters, scavengers, oilers, &c.—as well as about 200 hands employed in the preparatory processes of carding, &c., making about 1,400 persons who might be employed in the spinning department alone more than are now at work. In the weaving department, which employs the great bulk of cotton operatives, several weaving sheds, containing many thousands of looms, are shut up; and many of those that are open are either running short time or have only a portion of the looms at work.

The annual report of the cotton commissioner for the central Provinces of India has just been published. It shows that the exports from that part of the country to Bombay, from October 1 to June 18, were as follows: Full-pressed bales, 70,501; half-pressed do, 177,775; dokras, 74,595; altogether representing, it is estimated, 278,141 bales, or 136,070 Bombay candies. In 1866-67 the exports amounted to 278,000 bales, and in 1867-8, owing to an exceptional monsoon, to only 220,000 bales. The report states that the quality of the produce raised has much improved, in spite of the many drawbacks of the season. The Commissioner remarks that:

"In regard to the improvement of cotton cultivation, the result of the experiments, conducted again this year with great care, has not been such as to convince me that the American cotton seed is likely to prove a success in Central India; and I am still inclined to believe that the view expressed in my former report, and concurred in by the Chamber of Commerce, that more good is likely to be effected by the careful treatment of the indigenous plant than by the adoption of exotic seed, is correct." And he adds:—"The season, it is true, was particularly unfavorable. Still, the hardy little Berar plant suffered but slightly, whilst the fields sown with exotic seed presented a most withered appearance, and most of the crop was destroyed by the want of rain. And it is, I fear, sufficiently evident that a plant that cannot stand the caprices of the Deccan climate, is not likely to find general favor in the Berars."

And at the close of the report the following encouraging remarks are made with regard to communications:

"The traffic arrangements of the Great Indian Peninsula Railway are pronounced 'thoroughly satisfactory.' The delay, and loss, and expense, and trouble attending the transport of our cotton from the interior to Bombay are now legends of the past." A reference is made to the construction of a short railway, already begun, from the main line of the Great Indian Peninsula Railway to Khandagaoon, and the report concludes:—"It is not, then, too much to hope that next season the cotton grown around Khandagaoon, purchased at the market there, and pressed at the adjoining factories, may not have to leave the rails from the time that it is rolled from the presshouse into the wagon until its arrival on the wharf at Bombay; and it will not be difficult to calculate the time that will be necessary, with the assistance of the telegraph which joins Khandagaoon and Liverpool, to complete railway communication between the market and the port of shipment, and with, perhaps, the Buss Canal to assist still further in the transport of our cotton, to execute an order sent from Liverpool, and to land the required number of Khandagaoon bales on the wharf there."

The meeting held last week, and of which I gave you an account, seems to have already had some account, and although it is not very likely that the Indian Government will desire to be cotton planters, yet the promise has, I believe, been made that it will use its influence to accelerate the construction of railways in the cotton districts. The government has also promised to organize a system of agricultural instructors, who, in conjunction with the collectors of districts will, besides their duty in promoting the best methods of agriculture, obtain statistics relative to cereal and textile produce. A loan for £3,000,000 for works in India will, as stated above will soon be brought forward, and it is expected that there will be very little delay, as the state of the money market presents a fitting opportunity.

According to the official return the exports of cotton piece goods in the first six months of the current year were nearly 22,000,000 yards more than they were in 1868. This increase is chiefly due to the large shipments to the United States, Brazil and China. To the United States they have been 67,161,880 yards, against 45,469,860 yards; to Brazil, 108,464,926 yards, against 54,086,678 yards; and to China, 161,225,301 yards, against 143,258,365 yards.

Harvest work has commenced in the southern counties of England, but the weather of the present week having been unsettled, only slow progress has been made. The result has been that firmness has been the main feature of the trade and the tendency of prices has been upward. With regard to the present crop, there is probably but little prospect of a good dry sample being secured—a sample, in fact, which will, as soon as the harvest is completed, be immediately available for the use of the miller. This is an important consideration, for after the present protracted season it was certainly desirable to again secure a dry quality of wheat, so that this year's produce might pass freely into consumption. The hope, however, which was entertained a few days since, that there would not be so great a scarcity of good dry wheat as was at one time apprehended may not now be realized, unless indeed there should be a speedy return to dry and settled weather. The fine dry wheats of last year's growth will therefore become valuable, and will be much sought after by the millers.

It may, however, be observed that the rain which has fallen of late though not necessary for the wheat crop, will prove of great benefit to the crop of roots and grass, and probably the assertion which has been made that the present will be a season more favorable to the development and maturing of meat-making products than for wheat, will prove to be correct when the actual result shall have been ascertained. The meat question has now become very important, and any causes which may have the effect of cheapening the price of beef and mutton, and also of dairy produce, will prove of great benefit to the community at large.

From the commencement of the season to the close of last week, the imports of wheat into the United Kingdom amounted to 24,833,541 cwt, against 33,701,117 cwt; and of flour to 3,860,337 cwt, against 3,019,180 cwt in the corresponding period in 1867-8. The exports of wheat were 146,935 cwt, against 678,668 cwt; and of flour 32,199 cwt against 47,631 cwt.

The average prices of English wheat, barley and oats in England and Wales for last week, compared with the four previous years were:

	1869.	1868.	1867.	1866.	1865.
Wheat.....	51 9	61 1	67 5	51 1	42 6
Barley.....	31 4	32 3	35 3	32 1	27 5
Oats.....	27 9	30 5	27 6	26 3	24 0

The trade in wool has been rather quiet, but a firm tone prevail and previous quotations are well supported. The London wool sale will be commenced next Thursday, when more than 200,000 bales of wool will be put up for competition.

With regard to the iron trade, it is stated that contracts for the home trade are being offered with a little more freedom; buyers being evidently impressed with the idea that unless engagements are speedily entered into higher prices will have to be paid. At the local ports considerable activity is being evinced in the shipment of rails to the Russian empire, makers being anxious to despatch all the orders they secured for delivery this year before the close of the navigation season to the northern ports. It is, however, pretty generally believed that several orders for rails for Russia will not be executed this year, and these, together with continental orders shortly expected to be given out, will afford employment to the hands engaged during the approaching winter months. Large quantities continue to be sent to the United States, but the American engagements lately entered are not so heavy as they have been.

The joint committee of the Anglo-American and Atlantic Telegraph Companies has just announced a reduction in their tariff for ten words to £1 10s, and to 3s for each additional word. This has been necessitated by the low tariff just published by the French cable, viz, £1 12s

for ten words, and 3s 3d for each additional word. Telegraphic communication with New York is now obtainable at a comparatively low charge, and a large increase in the number of messages passing between Europe and America is expected.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, have been reported by submarine telegraph shown in the following summary:

London Money and Stock Market.—Consols ruled steady early in the week, but later more firmness was manifested, and quotations have advanced to 9 $\frac{1}{4}$ for money, and 93 $\frac{1}{4}$ for the account, at which prices they close. United States bonds at both London and Frankfurt have ruled generally quiet and steady, with but little variation. Railway shares have also ruled quiet though steady throughout the week.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Consols for money.....	92 $\frac{1}{4}$	92 $\frac{1}{4}$	92 $\frac{1}{4}$	93	93	93 $\frac{1}{4}$
“ for account.....	92 $\frac{1}{4}$	93	93	93 $\frac{1}{4}$	93 $\frac{1}{4}$	93 $\frac{1}{4}$
U. S. 6's (5 30's) 1862.....	83 $\frac{1}{4}$	83 $\frac{1}{4}$	83 $\frac{1}{4}$	83 $\frac{1}{4}$	83 $\frac{1}{4}$	84
Illinois Central shares.....	94 $\frac{1}{4}$	94 $\frac{1}{4}$	94 $\frac{1}{4}$	94 $\frac{1}{4}$	94 $\frac{1}{4}$	94 $\frac{1}{4}$
Erie Railway shares.....	19 $\frac{1}{4}$	19 $\frac{1}{4}$	19 $\frac{1}{4}$	19 $\frac{1}{4}$	19 $\frac{1}{4}$	19 $\frac{1}{4}$
Atl. & G. W. (consols).....	34 $\frac{1}{4}$	34 $\frac{1}{4}$	34 $\frac{1}{4}$	34 $\frac{1}{4}$	34 $\frac{1}{4}$	34 $\frac{1}{4}$

The daily closing quotations for U. S. 6's (1862) at Frankfurt were—
Frankfurt 88 $\frac{1}{4}$ 88 $\frac{1}{4}$ 88 $\frac{1}{4}$ 88 $\frac{1}{4}$

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for wheat has ruled lower, declining at the close to 9s 10d for Red Western, and 11s 1d for California White. Corn and Peas have been active, and further advanced 2s on the former and 6d on the latter. Flour and Oats retain last week's closing quotations.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour, (Western)..... p. bbl	25 6	25 6	25 6	25 6	25 6	25 6
Wheat (No. 2 Mil. Red) p. cul	10 2	10 2	10 2	10 2	10 2	10 2
“ (California white).....	11 4	11 4	11 3	11 3	11 3	11 1
Corn (W. m. x' d'p. 480 lbs) w	30 0	30 0	31 0	31 6	31 6	32 0
“ “ old.....	.....	.....	.....	.....	.....	.....
Barley (Canadian), per bush	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.) per 45 lbs	43 0	43 0	43 0	43 0	43 0	43 6
Peas, (Canadian) per 504 lbs	43 0	43 0	43 0	43 0	43 0	43 6

Liverpool Provisions Market.—Lard has continued active throughout the week steadily advancing until at the close it is quoted at 78s per cwt. Pork has advanced again, being now quoted at 108s 6d per tierce of 304 lbs. Bacon also has further advanced 2s to 65s per cwt. Beef and Cheese remain at last week's closing figures.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Beef (ex. pr. mess) p. 304 lbs	90 0	90 0	90 0	90 0	90 0	90 0
Pork (Sta. pr. mess) p. 200 lbs	102 6	102 6	102 6	102 6	102 6	103 6
Bacon (Cumb. cut) p. 112 lbs	64 0	64 0	64 0	64 0	64 0	65 0
Lard (American) “ “	75 6	75 0	77 0	77 6	77 6	78 0
Cheese (fine) “ “	62 0	62 0	62 0	62 0	62 0	62 0

Liverpool Produce Market.—Naval Stores have shown some firmness during the week, but without change of rates. Tallow advanced 3d at the close, which is the only change of quotation throughout the entire reported list.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Rosin (com. Wilm.) per 112 lbs	5 3	5 3	5 3	5 3	5 3	5 3
do Fine Pale.....	16 0	16 0	16 0	16 0	16 0	16 0
Sp turpentine.....	27 6	27 6	27 6	27 6	27 6	27 6
Petroleum (std white) p. 3 lbs	1 8	1 8	1 8	1 8	1 8	1 8
“ spirits..... per 8 lbs	0 7 $\frac{1}{2}$	0 7 $\frac{1}{2}$	0 7 $\frac{1}{2}$	0 7 $\frac{1}{2}$	0 7 $\frac{1}{2}$	0 7 $\frac{1}{2}$
Tallow (American) p. 112 lbs	47 0	47 0	47 0	47 0	47 0	47 3
Clover seed.....	.....	.....	.....	.....	.....	.....
Linseed oil..... per ton	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0

London Produce and Oil Markets.—Linseed cakes opened the week at a decline of 2s, but at the close reacted 1s to £10 6s per ton for thin oilburg for feeding. Calcutta Linseed has shown considerable firmness and advanced to 62s 6d. Sugar closes active for both afloat and on the spot, at 37s 9d@28s for afloat, and 39s 9d for spot. Oils are unchanged.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Line's cake (obl) p. tn. £10 05 0	£10 05 0	£10 05 0	£10 05 0	£10 05 0	£10 05 0	£10 05 0
Linseed (Calcutta).....	0 61 9	0 61 9	0 62 3	0 62 3	0 62 6	0 62 6
Sugar (No. 12 Dch std).....	39 6	39 6	39 6	39 6	39 6	39 9
per 112 lb.....	31 0 0	31 0 0	31 0 0	31 0 0	31 0 0	31 0 0
Sperm oil.....	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0
Whale oil.....	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods, but show an increase in general merchandise, the total being \$4,798,614, against \$5,208,241 last week, and \$5,807,512 the previous week. The exports are \$4,568,552 this week, against \$3,727,514 last week, and \$3,934,358 the previous week. The exports of cotton the past week were 3,907 bales, against 2,577 bales last week. The following are the imports at New York for week ending (for dry goods) August 13, and for the week ending (for general merchandise) August 14:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
Dry goods.....	\$3,867,157	\$1,881,803	\$1,833,413	\$2,659,677
General merchandise..	8,450,415	2,841,311	2,879,486	2,738,587
Total for the week....	\$7,347,572	\$4,673,114	\$4,812,899	\$4,798,614
Previously reported....	186,962,801	155,865,760	151,319,627	159,607,292

Since Jan. 1.....\$194,310,373 \$169,538,874 \$155,532,525 \$194,406,006

In our report of the dry-good trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending August 17:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
For the week.....	\$2,452,421	\$2,961,501	\$2,772,663	\$4,268,552
Previously reported....	126,019,079	116,463,388	102,288,592	112,617,987

Since Jan. 1.....\$127,501,500 \$119,425,889 \$105,061,555 \$117,186,539

The value of exports from this port to different countries (exclusive of specie) since January 1, compared with the corresponding time of last year, is shown in the following table:

To	Since Jan. 1, 1869.	Same time 1868.
Great Britain.....	\$62,43,478	\$52,24,437
France.....	4,349,157	4,958,590
Holland and Belgium.....	3,488,621	3,275,086
Germany.....	12,408,693	10,094,713
Other Northern Europe.....	2,876,271	1,075,983
Spain.....	1,837,573	1,513,417
Other Southern Europe.....	4,275,693	3,569,941
East Indies.....	49,163	73,953
China and Japan.....	1,983,321	2,118,864
Australia.....	1,473,917	1,766,530
British N. A. Colonies.....	2,584,800	2,385,659
Cuba.....	3,064,115	4,276,983
Haiti.....	706,510	1,176,215
Other West Indies.....	4,994,002	5,350,606
Mexico.....	918,592	1,128,431
New Granada.....	1,749,372	2,303,324
Venezuela.....	390,856	424,133
British Guiana.....	910,369	905,652
Brazil.....	2,011,455	1,937,152
Other S. American ports.....	2,731,751	2,495,158
All other ports.....	1,887,717	800,694

The following will show the exports of specie from the port of New York for the week ending August 14, 1869:

Aug. 10—St. Cimbria, Hamburg, Gold coin.....	\$1,700	Aug. 12—St. Hermann, London, American gold.....	\$392,500
" 10—St. Cimbria, London, Mexican dollars.....	5,000	" 12—St. Hermann, Paris, American gold.....	80,000
" 10—St. Cimbria, Paris, Mexican doubloons.....	27,000	" 12—St. Missouri, Havana, Spanish doubloons.....	6,798
" 10—St. Cimbria, Paris, Silver coin.....	20,000	" 12—St. Missouri, Havana, American silver.....	3,500
" 11—St. Russia, Liverpool, American gold.....	50,000	" 14—St. City of Antwerp, Liverpool, British gold.....	14,440
" 11—St. Russia, London, Gold bars.....	210,000	" 14—St. City of Antwerp, Liverpool, Silver bars.....	27,923
" 11—St. Russia, London, Mexican dollars.....	5,000	" 14—St. City of Antwerp, Liverpool, Gold bars.....	60,500
" 11—St. Alaska, Aspinwall, American silver.....	25,053	" 14—Sch Rebecca C. Lane, Paris, American Gold.....	1,000
" 12—St. John Lewis, Turks Island, American Silver.....	4,000		
Total for the week.....			\$784,116
Previously reported.....			\$3,436,848
Total since Jan. 1, 1869.....			\$24,220,964

Same time in 1868.....	Same time in 1869.....
\$63,238,187	\$47,496,512
39,276,638	17,064,239
52,035,136	31,827,097
19,217,381	22,638,616
31,579,453	20,864,791
27,583,724	22,281,889
37,835,951	13,418,523
3,363,858	16,755,012
8,432,159	

The imports of specie at this port during the past week been as follows:

Aug. 9—St. Cleopatra, Vera Cruz, Silver.....	\$29,500	Aug. 10—Sch. E. A. Conant, San Juan, Gold ore.....	\$308
" 9—St. Henry Chauncey, Aspinwall, Gold.....	850	" 12—St. Alaska, Aspinwall, Gold.....	224
Total for the week.....			\$30,592
Previously reported.....			9,784,778
Total since January 1, 1860.....			\$9,815,380
Same time 1868.....			4,094,114

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U.S. Treasurer in trust for National banks

	June 5.....	June 12.....	June 19.....	June 26.....	July 3.....	July 10.....	July 17.....	July 24.....	Aug. 7.....	Aug. 14.....
342,891,200	342,891,200	342,891,200	342,891,200	342,891,200	342,891,200	342,891,200	342,891,200	342,891,200	342,891,200	342,891,200
28,786,359	28,786,359	28,786,359	28,786,359	28,786,359	28,786,359	28,786,359	28,786,359	28,786,359	28,786,359	28,786,359
371,677,557	371,677,557	371,677,557	371,677,557	371,677,557	371,677,557	371,677,557	371,677,557	371,677,557	371,677,557	371,677,557
28,316,350	28,316,350	28,316,350	28,316,350	28,316,350	28,316,350	28,316,350	28,316,350	28,316,350	28,316,350	28,316,350
371,361,207	371,361,207	371,361,207	371,361,207	371,361,207	371,361,207	371,361,207	371,361,207	371,361,207	371,361,207	371,361,207
27,588,850	27,588,850	27,588,850	27,588,850	27,588,850	27,588,850	27,588,850	27,588,850	27,588,850	27,588,850	27,588,850
370,421,050	370,421,050	370,421,050	370,421,050	370,421,050	370,421,050	370,421,050	370,421,050	370,421,050	370,421,050	370,421,050
26,144,350	26,144,350	26,144,350	26,144,350	26,144,350	26,144,350	26,144,350	26,144,350	26,144,350	26,144,350	26,144,350
369,036,950	369,036,950	369,036,950	369,036,950	369,036,950	369,036,950	369,036,950	369,036,950	369,036,950	369,036,950	369,036,950
342,916,600	342,916,600	342,916,600	342,916,600	342,916,600	342,916,600	342,916,600	342,916,600	342,916,600	342,916,600	342,916,600
23,764,500	23,764,500	23,764,500	23,764,500	23,764,500	23,764,500	23,764,500	23,764,500	23,764,500	23,764,500	23,764,500
367,825,950	367,825,950	367,825,950	367,825,950	367,825,950	367,825,950	367,825,950	367,825,950	367,825,950	367,825,950	367,825,950
342,871,100	342,871,100	342,871,100	342,871,100	342,871,100	342,871,100	342,871,100	342,871,100	342,871,100	342,871,100	342,871,100
23,709,500	23,709,500	23,709,500	23,709,500	23,709,500	23,709,500	23,709,500	23,709,500	23,709,500	23,709,500	23,709,500
366,615,600	366,615,600	366,615,600	366,615,600	366,615,600	366,615,600	366,615,600	366,615,600	366,615,600	366,615,600	366,615,600
342,875,100	342,875,100	342,875,100	342,875,100	342,875,100	342,875,100	342,875,100	342,875,100	342,875,100	342,875,100	342,875,100
22,404,500	22,404,500	22,404,500	22,404,500	22,404,500	22,404,500	22,404,500	22,404,500	22,404,500	22,404,500	22,404,500
365,160,200	365,160,200	365,160,200	365,160,200	365,160,200	365,160,200	365,160,200	365,160,200	365,160,200	365,160,200	365,160,200
342,807,200	342,807,200	342,807,200	342,807,200	342,807,200	342,807,200	342,807,200	342,807,200	342,807,200	342,807,200	342,807,200
21,504,500	21,504,500	21,504,500	21,504,500	21,504,500	21,504,500	21,504,500	21,504,500	21,504,500	21,504,500	21,504,500
364,311,700	364,311,700	364,311,700	364,311,700	364,311,700	364,311,700	364,311,700	364,311,700	364,311,700	364,311,700	364,311,700
345,064,900	345,064,900	345,064,900	345,064,900	345,064,900	345,064,900	345,064,900	345,064,900	345,064,900	345,064,900	345,064,900
20,909,500	20,909,500	20,909,500	20,909,500	20,909,500	20,909,500	20,909,500	20,909,500	20,909,500	20,909,500	20,909,500
365,964,400	365,964,400	365,964,400	365,964,400	365,964,400	365,964,400	365,964,400	365,964,400	365,964,400	365,964,400	365,964,400
343,133,850	343,133,850	343,133,850	343,133,850	343,133,850	343,133,850	343,133,850	343,133,850	343,133,850	343,133,850	343,133,850
20,301,500	20,301,500	20,301,500	20,301,500	20,301,500	20,301,500	20,301,500	20,301,500	20,301,500	20,301,500	20,301,500
363,435,350	363,435,350	363,435,350	363,435,350	363,435,350	363,435,350	363,435,350	363,435,350	363,435,350	363,435,350	363,435,350

2.—National bank currency issued (weekly and aggregate), in return for bills destroyed and mutilated bills returned (weekly and aggregate)

with the amount in circulation at date:

Week ending.....	Notes issued for red'd.....	Mutilated notes burned.....	Notes in circulation.....
June 5.....	199,830	15,662,088	15,861,918
" 12.....	97,190	13,861,908	14,059,098
" 19.....	260,950	13,859,048	14,119,998
" 26.....	124,000	14,842,948	14,966,948
July 3.....	120,410	14,464,338	14,584,748
" 10.....	123,592	14,396,948	14,520,540

" 17.....	128,460	14,596,948	14,725,408
" 24.....	75,440	14,800,848	14,876,288
" 31.....	219,640	15,020,488	15,240,128
Aug. 7.....	105,540	15,126,028	15,231,568
" 14.....	242,347	15,317,975	15,560,322

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly; also the amount destroyed:

Week ending.....	Received.....	Distributed.....	Destroyed.....
June 5.....	None	117,576	390,400
" 12.....	None	220,609	252,421
" 19.....	None	95,100	294,000
" 26.....	None	.....	.....
July 3.....	None	183,960	305,380
" 10.....	None	144,110	315,600
" 17.....	None	108,146	293,880
" 24.....	128,000	198,270	209,260
" 31.....	190,000	92,636	343,516
Aug. 7.....	113,600	213,824	.....
" 14.....	213,300	136,508	301,500

THE MEMPHIS, EL PASO AND PACIFIC RAILROAD.—This important line of railway is now in progress in the State of Texas, and is destined to form a part of the great through line of road between Norfolk on the Atlantic coast and San Diego on the Pacific. In addition to the portion of the road from Norfolk to the Mississippi River which has long been in operation, 150 miles of the Memphis, El Paso and Pacific Road in Texas are nearly completed, and contracts are about to be made for the second section of 150 miles, with the requirement that it shall be completed by October 1, 1870.

A great injustice was lately done this company and a General Fremont, its agent in Paris, by statements in the N. Y. Times to the effect that General Fremont had made false representations as to the condition and property of the company, in a prospectus issued in Paris, and had thus brought its bonds into disrepute. The real facts of the case, however, appear in a letter of Mr. Edward Gilbert, counsel for the company, which was published in the Times to correct the erroneous impressions given to the public by its previous article. Mr. Gilbert says:

Your editorial notice of the 3d inst., respecting General Fremont and the Memphis, El Paso and Pacific Railroad Company in Paris does both the General and Company injustice, by making them responsible, impliedly at least, for the publication of the prospectus referred to.

Neither the General nor the officers of the Company had anything to do with its publication.

The statements in that prospectus were doubtless attributable to a want of distinction in the minds of its authors in France between the action of our Government and that of one of the States.

The Memphis, El Paso and Pacific Railroad Company was incorporated by the State of Texas to build a railroad through that State upon or near the thirty-second parallel, which road it is now engaged in constructing. It has a land grant from the State upon which its bonds are based. These bonds have been sold in Europe. They are in the ordinary form of coupon bonds, and show upon their face how they are secured, and what obligations the Company assumes. No construction bonds have ever been offered for sale.

The representations made by the Company, and by General Fremont in its behalf, are in writing, and are scrupulously and definitely correct in every particular.

The negotiations abroad were committed to persons versed in that kind of business, and residing there, and have been attended with such results that about one half of the entire issue of \$10,000,000 of land bonds have been sold.

The proceeds are being applied as needed in the construction and equipment of the road, which, from the methodical and economical organization and management of the Company, promises to be built and put in operation with more despatch and less waste than any other railroad in the United States.

The company is apparently sure to obtain the right of way to the Pacific at the next session of Congress, and may probably obtain a grant of government lands (in addition to the grant already made by the State of Texas) whenever application for such a grant is made. It is the clearest policy in the world for the government to grant lands on the line of a new railroad through its Territories.

THE TEHUANTEPEC RAILWAY.—On the 6th of October, 1867, a grant or concession for 70 years, to open and operate a railway between the Gulf of Mexico and the Pacific Ocean was made by the Mexican Government, and fully confirmed and approved in December, 1868, by the Mexican Congress, and in January, 1869, by the President. This grant, after due assignment according to law, is owned by the Tehuantepec Railway Company, of which Mr. Simon Stevens is the President. Messrs. D. Appleton & Co. have recently published a handsome little volume of some 250 pages, giving the history of the grant from the Mexican Government, and its possession by the present company; a full description of the characteristics of the proposed route; an estimate by Mr. Julius Adams, Civil Engineer, of the total cost of the road, &c.; a historical sketch of the country through which it passes; and the statistics of commerce and travel which show the traffic that may reasonably be expected on the railroad when completed. The proposed route is 162 miles long, and the entire cost of road, equipments, building, &c., is estimated at \$8,823,000. In our limited space it is impossible to give a full review of this interesting and important volume, and we recommend all our readers who may desire to obtain information, of what seems in all probability to be the next route across the Continent, to procure the book from Mr. Simon Stevens, President of the Company, 174 Chambers street.

PORT HURON AND CHICAGO RAILROAD LINE.—The work on this line is being pushed forward eastward from Battle Creek, and westward from Port Huron, and iron is constantly going forward—more than 2,500 tons having been shipped during the past month. Engines and cars are already on the line, and others are now being manufactured. At the present rate of progress the road will be complete from Port Huron to Flint (65 miles), and in operation in season for the fall business this year, and through to Battle Creek before January 1st.

Westward of this point the road is ready for the superstructure and track laying will follow in due course.

This line comprises four roads, viz., the Port Huron and Lake Michigan Railroad, the Peninsular Railway of Michigan, and the Peninsular

Railroads of Indiana and Illinois, running from Chicago to Port Huron, and there connecting with both the Grand Trunk and Great Western Railways of Canada, for Buffalo or Suspension Bridge; thence over the New York Central or Erie road, making the shortest of the through routes between New York and Chicago.

In addition to its through travel, the local business of the line must be very large. The western part of the route is through an agricultural district as rich as any in the West, and it passes many large and prosperous towns. The eastern portion will transport the lime, salt and gypsum from the Grand River and Saginaw, and it brings within reach of a market the vast forests of pine and hard wood timber which exist in this part of Central and Northeastern Michigan.

Better than all, the line is in the hands of shrewd and practical men, who know how to push through such an enterprise, and who, knowing how, are determined to do it.—*Railroad Journal*.

Attention is called to the card of Mr. Geo. W. Campbell, Jr., 71 Broadway, Room 23. Mr. Campbell makes a special business of loaning money for 90 days, or shorter time, on a second mortgage, as collateral, when the first mortgage is held by an Insurance Company or Savings Bank. Thus a party owning real estate, already mortgaged to such a corporation, can obtain a temporary loan by executing a second mortgage to Mr. Campbell, to be held as collateral till the loan is due.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

NAME OF COMPANY.	PER CENT.	WHEN PAY'BLE	BOOKS CLOSED.
Miscellaneous.			
Pacific Mail		Sept. 1.	Aug. 20.

FRIDAY EVENING, August 20.

THE MONEY MARKET.—In the general features of the money market there is little change from last week. Call borrowers have found no difficulty in supplying their wants at 6@7 per cent. The ease in Wall street loans, however, arises to a large extent from the indisposition to employ money on discounts, and is in reality an indication of expected activity. The banks with Western connections are sending out moderate amounts of currency daily, and these remittances are to be regarded as the beginning of the usual efflux of money to the interior for moving the crops. In order to keep themselves prepared for this outflow, the banks very naturally prefer to employ their money where they can get it on demand, and consequently eschew discounting and other time engagements, except so far as may be necessary to accommodate their customers.

At present the Westward remittances are made to some extent in the form of bank currency, and therefore do not represent so much loss of legal tenders. It is to be expected, however, that to-morrow's bank statement, partly from this cause and partly from a loss of gold from the market, will make an unfavorable showing. In anticipation of an active market during the fall months, some large holders of stock have made arrangements for having their securities carried in Europe; and others have borrowed gold on time, against stocks, and selling the gold have thereby procured currency.

The discount market, under these circumstances, is working with considerable closeness. Sellers of paper are dependent, to a large extent, upon street buyers, and have to pay from 9@12 per cent discount on prime names.

Exchanges with the interior are not bringing any currency of moment in this direction. At New Orleans, exchange on New York is quoted $\frac{1}{2}$ premium, at which figure it would almost pay to remit currency; but as considerable gold is being sent here from that point, there will probably be no occasion for the remittance of currency.

The transactions of the Treasury have taken off the market \$1,330,000 currency through sales of gold, and have distributed \$2,400,000 in the purchase of bonds. At the latest accounts, the Treasury held in currency about \$20,500,000; which we understand to be exclusive of about \$15,000,000 appropriated for the payment of pensions in September. The future course of the money market must depend very much upon the policy of the Treasury relative to the sale of gold and the purchase of bonds; but upon this matter none pretend to any authoritative information, although it is very generally assumed that the programme for September will not vary materially from that of this month.

UNITED STATES SECURITIES.—The bond market has been irregular. The steady decline in the gold premium, without any advance in the price of bonds abroad, has necessitated a yielding in the price of bonds here; and, at one time, Sixty-Sevens declined to 119 $\frac{1}{2}$, other issues being correspondingly low. The downward

tendency was arrested on Wednesday by the refusal of all the leading dealers to offer bonds at the Government purchases, the consequence being that only \$1,130,000 bonds were offered, and the Assistant Treasurer had to issue proposals for the purchase of the remainder of the \$2,000,000 on the succeeding day. This refusal to sell at the reduced quotations produced a reaction of 1@1 $\frac{1}{2}$ per cent in the market, which has since been maintained. To-day, notwithstanding a lower premium for gold, and reports of the return of bonds from Europe, the market has been decidedly strong, and closed with an improvement of $\frac{1}{2}$ @ $\frac{1}{2}$ on the morning figures. The firmer tone at the close is due to the advance of Sixty-Twos at London to 84 and reports that orders have been received for the purchase of a considerable amount of bonds on London account; the prospect of the Government being a purchaser of \$3,000,000 next week—\$2,000,000 on Wednesday and \$1,000,000 on Thursday—also has its influence in strengthening the market, and the more so as no very considerable amounts are coming upon the market. It appears there has been an effort on the London and Frankfort markets to depress the price of bonds; and this attempt has induced a scarcity of bonds, which may account for the firmness of the market. It is also reported that the house of Rothschilds has recently taken an interest in the bonds of our Government; and this fact becoming apparent from the large purchases of the firm, a strong impetus to the demand was a natural result. It is understood that large orders on their account have also been received on this side. This important fact amounts to the indorsement of the credit of the United States Government by the greatest banking house in the world, and must have an important bearing on the future value of our securities. The Currency Sixes are in more active demand, partly from private investors who desire a long investment and partly from financial institutions, who, regarding a decline in gold as probable, view them as destined to improve in intrinsic value. Some also are buying on the hope that the Secretary of the Treasury may be induced to revoke his refusal to allow their being used by the banks as a deposit on the Banking Department against circulation.

The following are the closing prices of leading government securities, compared with preceding weeks:

	July 16.	July 23.	July 30.	Aug. 6.	Aug. 13.	Aug. 20.
U. S. 6's, 1881 coup.	120 $\frac{1}{2}$	120 $\frac{1}{2}$	123 $\frac{1}{2}$	124 $\frac{1}{2}$	123	123 $\frac{1}{2}$
U. S. 5-20's, 1862 coup.	120 $\frac{1}{2}$	120 $\frac{1}{2}$	123 $\frac{1}{2}$	125	123 $\frac{1}{2}$	123 $\frac{1}{2}$
U. S. 5-20's, 1864 " ..	121 $\frac{1}{2}$	121 $\frac{1}{2}$	123 $\frac{1}{2}$	123 $\frac{1}{2}$	124	121 $\frac{1}{2}$
U. S. 5-20's, 1865 " ..	121 $\frac{1}{2}$	121 $\frac{1}{2}$	123 $\frac{1}{2}$	123 $\frac{1}{2}$	122	12 $\frac{1}{2}$
U. S. 5-20's, 1865, July coupon ..	120 $\frac{1}{2}$	120 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
U. S. 5-20's, 1867, coup.	120 $\frac{1}{2}$	120 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	121	120 $\frac{1}{2}$
U. S. 5-20's, 1868, " ..	120 $\frac{1}{2}$	120 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
U. S. 10-40's, " ..	110 $\frac{1}{2}$	110 $\frac{1}{2}$	114 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$

STATE BONDS.—In this class of securities the leading features of speculation have been the Tennessee and new North Carolina bond. Although there has been wide fluctuations in these specialties, yet the first named were strong on a more settled feeling relative to the prospective repudiation of the State debt. The new Tennessee's close strong at 52 $\frac{1}{2}$, and the old at 62. In new North Carolina the special tax bonds have risen from 51 to 56, the common bonds being firm at 50. The Southern securities were all strong and devoid of particular interest.

The following are the closing quotations compared with last week:

	Aug. 13.	Aug. 20.		Aug. 13.	Aug. 20.
Tennessee Sixes, x c.	61 $\frac{1}{2}$	61	Louisiana Eigh's, levee ..	86	...
Tennessee Sixes, new.	51	52 $\frac{1}{2}$	Alabama Fives. ....	...	...
North Carolina Sixes, old. 66	66 $\frac{1}{2}$	66 $\frac{1}{2}$	Alabama Eigh's.	93	92 $\frac{1}{2}$
North Carolina Sixes, x c. 48 $\frac{1}{2}$	48 $\frac{1}{2}$	49	Georgia Sixes. ....	...	...
Virginia Sixes, old.	57	...	Georgia Sevens.	94	91
Virginia Sixes, new.	60	60	Missouri Sixes.	88	86 $\frac{1}{2}$
Louisiana Sixes.	71 $\frac{1}{2}$	70	South Carolina Sixes, n.w. 62 $\frac{1}{2}$	...	...
Louisiana Sixes, levee.	67 $\frac{1}{2}$	64 $\frac{1}{2}$			

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market has been dull and prices irregular. The prospect of the money market discouraging operations for a rise extending into the future, and yet, while money remains comparatively easy, there is an indisposition to sell for future delivery, so that, for the moment, the larger holders find little difficulty in keeping the market comparatively steady, and are probably succeeding in partly unloading. The chief interest has been in Lake Shore and Toledo and Wabash. At a joint meeting of representatives of the two companies, held in this city yesterday, arrangements were formally determined upon for the consolidation of the two roads on January 1, 1870. The terms provide that Lake Shore shall go into the consolidation with 20 per cent additional stock (viz., \$42,000,000), against the present capital of \$35,000,000, and Wabash with \$10,800,000 (including \$7,000,000 of common stock, \$1,030,000 of preferred and \$2,800,000 of

convertible bonds). On this action becoming known, this morning, Wabash advanced to 8, and Lake Shore to 109½; but from these figures there was a decline at the close of the day, Wabash being 8½ and Lake Shore 107½, 107½. The Pacific Mail Company have declared a quarterly dividend of 3 per cent, and the stock is now quoted ex dividend. New York Central was attacked sharply after regular business to day, and fell off to 198½, but at the close was 201½; the stock is now quoted ex interest of \$3.20 on the dividend certificates. This afternoon there was considerable realizing, and selling short, upon the expectation of an unfavorable showing in the bank statement of to-morrow. The highest and lowest prices of some of the leading stocks during the week have been as follows: New York Central 198½ (x. int. on cert.), 211, Reading 95½@97, Lake Shore 104½@109½, Rock Island 115½@117½, Wabash 73½@88, Northwest 87½@89, Pacific Mail 82@85½.

The following were the closing quotations of the regular board compared with those of the six preceding weeks:

	July 9.	July 16.	July 23.	July 30.	Aug. 6.	Aug. 13.	Aug. 20.
Cumberland Coal	31½	30½	30	30½	34½	35½	35½
Quicksilver	15	15	15	16	15½	15	15
Canton Co.	62	61½	64	63	59½	58½	60
Mariposa pref.	15	14½	15	16	15	15	16
Pacific Mail	89½	81½	84½	84½	81½	83½	81½
New York Central	196½	211	213½	214½	209½	211	210½
Erie	29	29	29	29½	29	29	28½
Hudson River	164½	180½	187½	187	184½	177½	181
Reading	93	90½	95½	95½	97½	96	96½
Mich. Southern	109½	106½	105½	105½	109½	105½	107½
Michigan Central	128	131	132½	130	131	131	131
Clev. and Pittso.	108	107½	107½	107½	107½	105½	105
Northwestern	80½	80½	79½	81½	79½	88½	88
" preferred	95	94½	98½	95½	97½	97½	97
Rock Island	116½	116½	114	114½	116½	117½	116
Fort Wayne	151	155½	153½	15½	153½	153½	151½
Illinois Central	143	144	141	141	141½	141½	141
Ohio & Miss.	32½	32	31½	32½	32½	32½	32½
Milw. & St. Paul	76½	77	77	77½	83½	82	80½
" pri	86½	87	87	88	90½	89	88½
Tol. Wab. & W'n	73	74	74½	74	75	74	85½

* Ex-dividend 3 per cent. † Ex-dividend, 3-20 per cent.

The following statement shows the volume of transactions in shares, at both the Stock Boards for the past and several previous weeks:

Week ending—	Bank.	Rail-road.	Coal.	Mining.	Im-prov.	Tele-graph.	Steam-ship.	Exp'ss.	Total.
June 8.....	413	298,605	2,438	10,105	8,985	6,615	10,685	328,412	348,843
" 10.....	530	231,883	1,686	11,505	8,150	4,490	16,550	4,081	276,890
" 17.....	461	134,323	810	8,490	1,000	5,360	12,740	8,470	170,311
" 24.....	337	121,409	255	1,900	800	1,261	1,762	4,147	132,285
July 1.....	75	123,116	115	1,200	400	3,960	5,055	9,066	146,228
" 8.....	225	110,800	10	900	100	4,585	6,450	7,222	130,756
" 15.....	627	118,195	110	100	1,000	3,400	5,770	9,864	139,816
" 22.....	576	86,569	200	1,700	300	2,600	9,610	6,940	107,973
" 29.....	474	116,394	422	1,400	1,400	4,045	4,470	128,569	131,614
Aug. 5.....	547	90,933	436	800	500	2,200	1,525	8,350	105,349
" 12.....	613	113,927	1,360	650	600	1,210	3,210	5,195	126,669
" 19.....	487	74,334	189	500	300	2,600	5,695	4,065	88,678

The following is a summary of the amount of Government bonds and notes, State and City securities, and railroad and other bonds sold at Regular Board for the past and several previous weeks:

Week ending	Government	State & City Bonds.	Company	Total
Friday.				
June 8.....	5,385,000	1,337,500	465,500	7,188,000
" 10.....	4,132,500	1,261,500	491,500	5,885,500
" 17.....	2,446,100	1,532,000	429,000	4,407,100
" 24.....	2,653,600	1,102,500	297,500	4,053,600
July 1.....	3,821,000	1,888,000	251,000	5,960,000
" 8.....	5,351,200	1,311,000	225,000	6,887,200
" 15.....	9,243,250	1,725,500	349,000	11,317,750
" 22.....	6,691,400	1,399,000	317,000	8,407,400
" 29.....	8,813,650	1,761,500	305,000	10,880,150
Aug. 5.....	6,966,000	925,500	200,000	8,191,500
" 12.....	7,751,400	1,035,500	177,500	9,964,400
" 19.....	3,224,850	1,343,000	334,000	4,899,850

THE GOLD MARKET.—The tendency of the premium is still downward, the predominant cause of speculation being toward a lower figure, to which there is no effective opposition. The disappointment of the expectation of large shipments of specie still depresses the premium, and the more so as foreign exchange has now declined to figures which render the renewal of coin exports apparently improbable. During the week, a considerable amount of coin has been taken off the market. Applications have been made to the Treasury for the transfer of coin from this market to San Francisco, through payments made by bankers into the Sub-Treasury here, for which they receive from the Treasury a telegraphic order on the Assistant Treasurer at San Francisco to pay the amount to their correspondents in that city. In this way, the coin is transferred from the New York market to the San Francisco market and from the Sub-Treasury at San Francisco to the Sub-Treasury at New York. The transfer is a very unusual operation and appears to have been induced by the extreme scarcity of money at San Francisco. The United States Treasurer has authorized these transfers to the amount of \$4,000,000, but the limit has not yet been filled, the total amount transferred being about \$3,000,000. At the same time, the customs payments, being heavy, have also taken a liberal amount off the market. But, on the other hand,

some liberal receipts from New Orleans are reported, which are regarded as an indication that the Southern population are beginning to exchange gold, long hoarded, for greenbacks. The exports of gold, for the week, have been quite nominal. The decline in the price has induced the purchase of considerable gold by merchants, many of whom had sold "short" some weeks ago. The leading rate has ranged at 3½@7 per cent, "for carrying." The increase of new exports of produce, the favorable prospects of the grain and cotton crops, and the reduction of the Bank of England rate of discount to 2½ per cent, together with the advance in Five-Twenties, at London, to 84, have combined to encourage speculation in favor of a lower premium.

The fluctuations in the gold market, and the business at the Gold Board during the week closing with Friday, are shown in the following table:

	Open.	Low.	High.	Close.	Total	Balances.
	ing.	est.	ing.	ing.	clearings.	Gold. Currency.
Saturday, Aug. 14.....	134½	136½	134½	134½	71,141,000	\$3,474,494 \$3,406,188
Monday, " 16.....	134	133½	134	133½	67,775,000	1,597,894 2,307,988
Tuesday, " 17.....	133½	133	133½	133½	81,529,000	2,767,497 2,760,963
Wednesday, " 18.....	133	133½	133½	133½	85,321,000	2,415,509 2,845,754
Thursday, " 19.....	133½	133½	133½	133½	100,039,000	1,869,043 2,608,811
Friday, " 20.....	132½	132½	133	132½	82,495,000	1,532,054 2,056,881

Current week..... 131½ 13 ½ 134½ 132½ 411,200,000 12,654,581 16,178,095
Previous week..... 136½ 134½ 136½ 134½ 335,111,000 11,572,392 15,948,460
Jan. 1 '69, to date..... 134½ 130½ 144½ 132½

FOREIGN EXCHANGE.—The supply of bills appears to have exceeded the demand, and sterling has consequently declined ½ per cent; to-day, however, the fall in gold produced a freer demand, and rates were about ½ better than yesterday.

The following are the closing quotations of the different classes of foreign bills, compared with preceding weeks:

	July 30.	August 6.	August 13.	August 20.
London Comm'l.	109½@109½	109½@109½	109½@109½	109½@109½
do bkrs' ing	110½@110½	111½@111½	110½@110½	109½@109½
do do short	110½@110½	110½@110½	110½@110½	110½@110½
Paris, long.....	5.13½@5.13½	5.15½@5.13½	5.15½@5.13½	5.15½@5.13½
do short.....	5.11½@5.11½	5.12½@5.11½	5.12½@5.11½	5.12½@5.11½
Antwerp.....	5.15½@5.15½	5.16½@5.15½	5.16½@5.15½	5.16½@5.15½
Swiss.....	5.15½@5.15½	5.16½@5.15½	5.16½@5.15½	5.16½@5.15½
Hamburg.....	26½@26½	26½@26½	26½@26½	26½@26½
Amsterdam.....	40½@40½	40½@40½	40½@40½	40½@40½
Frankfurt.....	40½@40½	40½@40½	40½@40½	40½@40½
Berlin.....	79½@79½	79½@79½	79½@79½	79½@79½
Berlin.....	71½@71½	71½@71½	71½@71½	71½@71½

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

Aug. 14.	Custom House.	Sub-Treasury.			
	Receipts.	Receipts.		Payments.	
		Gold.	Currency.	Gold.	Currency.
	\$301,000 00	\$625,490 96	\$411,643 48	\$2,050,918 66	\$445,088 33
" 16.	501,000 00	577,630 00	607,764 91	76,672 77	371,963 99
" 17.	432,000 00	890,554 00	200,696 52	63,746 80	203,755 03
" 18.	598,000 00	1,642,280 00	39,378 81	151,912 40	632,551 51
" 19.	774,000 00	1,017,033 77	250,812 21	99,225 17	1,390,658 51
" 20.	635,000 00	1,075,340 00	1,871,445 30	1,033,564 77	1,312,438 34

Total. \$3,374,000 00 \$5,873,328 73 \$3,740,940 76 \$3,473,040 57 \$1,256,458 68
Balance, August 13.... 80,610,741 41 \$1,232,543 87

\$66,489,070 14 14,973,084 63
Payments during week 3,473,040 57 4,256,455 68

Balance August 20... \$83,116,009 67 \$10,116,628 95

Increase..... 2,405,288 16

Decrease..... 514,214 92

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on August 14, 1869:

	CAPITAL.	Loans and Discounts.	Specie.	Circulation.	Net Deposits.	Legal Tender.
New York.....	\$3,000,000	\$9,007,540	\$4,083,156	\$895,364	\$6,112,150	\$1,473,463
Manhattan.....	2,050,000	5,256,548	491,789	10,237	5,866,254	1,495,413
Merchants'.....	5,000,000	6,745,750	1,550,372	861,012	7,055,103	2,666,006
Mercantile.....	2,000,000	5,694,342	537,890	550,403	4,255,919	915,967
Union.....	1,500,000	4,047,658	342,337	485,600	2,446,102	687,474
America.....	5,000,000	6,766,054	2,070,207	1,680	6,462,740	2,062,859
Phoenix.....	1,800,000	4,143,252	705,720	533,615	3,152,819	583,557
City.....	1,000,000	5,859,119	1,080,832	480,568	4,352,422	651,667
Traders'.....	1,000,000	8,050,724	41,424	770,267	1,516,642	508,898
Fulton.....	600,000	2,162,218	201,913	.....	1,687,109	617,959
Chemical.....	800,000	6,475,044	698,361	.....	5,010,967	1,218,963
Greenwich.....	200,000	1,066,782	.....	8,132	753,332	144,777
National.....	1,500,000	3,326,729	336,575	488,114	1,452,622	304,935
Butchers'.....	800,000	2,450,000	53,900	261,900	1,814,200	515,400
Mechanics and Traders'.	600,000	2,023,828	35,381	195,720	1,495,366	497,286
Seventh Ward National.	500,000	1,347,061	174,516	178,211	876,333	162,615
State of New York.....	2,000,000	4,572,093	465,868	413,000	3,453,865	1,106,940
American Exchange.....	5,000,000	10,185,976	818,498	980,478	5,449,979	1,738,438
Commerce.....	10,000,000	22,936,436	680,334	5,857,535	6,177,135	4,610,683
Broadway.....	1,000,000	7,457,959	66,815	900,000	5,996,233	1,392,921
Ocean.....	1,000,000	2,897,651	89,607	793,440	1,408,719	512,691
Mercantile.....	1,000,000	2,771,892	152,531	40,476	1,956,676	478,514
Pacific.....	422,700	1,887,944	10,276	129,364	1,458,266	386,515
Republic.....	2,000,000	4,344,753	1,555,825	848,362	3,486,690	413,157
Chatham.....	450,000	2,316,191	118,268	130,561	2,230,574	561,775
People's.....	112,500	1,022,083	40,476	5,096	1,286,562	278,514
North American.....	1,000,000	2,137,967	122,023	4,178	1,811,838	410,500
Hanover.....	1,000,000	2,327,678	202,084	293,378	1,819,550	278,822
Irving.....	500,000	1,718,000	13,000	190,237	1,536,000	448,000
Metropolitan.....	400,000	10,839,012	688,438	2,163,000	5,254,478	1,494,143
Citizens.....	400,000	1,510,337	16,455	180,963	1,162,146	312,294
Nassau.....	1,000,000	1,941,292	53,855	8,900	1,607,313	317,402
Market.....	1,000,000	3,022,237	95,981	665,436	1,962,394	611,270
St. Nicholas.....	1,000,000	2,771,892	59,533	747,194	1,186,676	478,514
Shoe and Leather.....	1,500,000	4,076,833	33,952	900,227	2,026,166	740,833
Corn Exchange.....	1,000,000	2,771,892	26,430	6,026	1,594,495	405,000
Continental.....	2,000,000	4,080,661	201,630	550,934	2,330,301	602,000
Commonwealth.....	750,000	2,788,922	46,235	294,127	2,253,170	599,235
Marine.....	300,000	1,486,648	19,964	4,994	1,155,721	209,315
Atlantic.....	400,000	1,408,910	109,620	360,000	1,229,290	310,550
Importers and Traders'.	1,500,000	9,106,988	235,095	505,781	8,474,609	2,125,752

Park.....	2,000,000	14,271,032	1,347,834	996,000	16,278,888	8,760,285
Mechanics' Banking Ass.	500,000	1,188,763	6,225	504,072	1,195,777	497,253
Grocers'.....	300,000	836,239	68,890	2,015	784,133	234,545
North River.....	400,000	1,151,904	20,691	11,750	1,081,313	206,759
East River.....	350,000	1,036,035	14,733	283,300	662,143	198,757
Manufacturers & Mer.....	500,000	1,573,245	1,940	677	910,773	153,257
Fourth National.....	3,000,000	17,990,746	740,681	2,917,167	14,774,108	3,762,887
Central National.....	3,000,000	11,501,529	90,150	1,795,000	10,884,731	2,306,862
Second National.....	800,000	1,903,750		270,000	1,033,750	348,778
Ninth National.....	1,000,000	5,591,530	41,819	815,147	5,371,622	1,243,360
First National.....	500,000	4,003,933	685,763	758,116	4,181,471	604,902
Third National.....	1,000,000	4,454,147	535,758	733,000	4,218,5,6	1,667,742
New York N. Exchange.....	300,000	1,136,942	6,907	257,977	600,814	204,603
Tenth National.....	1,000,000	2,709,040	42,100	912,400	1,535,690	366,000
New York Gold Exchange	500,000	1,115,361	76,703		1,536,932	35,000
Bull's Head.....	200,000	723,879	6,630	225,000	740,507	261,744
National Currency.....	300,000	1,579,097	5,20	6,905	1,681,902	
Bowery National.....	250,000	264,881	45,800	90,000	210,786	39,774
Stuyvesant.....	200,000	475,766			476,811	
Eleventh Ward.....	200,000	561,958			431,031	54,148
Eighth National.....	250,000	910,035	250	290,000	701,346	254,381
American National.....	500,000	702,250	7,621	449,330	614,040	296,381
Germania.....	500,000	560,171	4,392		651,549	43,650
Manufacturer's & Builders		296,650	922		218,750	43,000
Total.....	83,910,200	286,505,365	21,154,499	33,962,267	198,932,711	54,730,089

The deviations from the returns of previous week are as follows

Loans.....	Inc.	\$1,626,008	Deposits.....	Dec.	\$1,267,97
Specie.....	Dec.	1,849,426	Legal Tenders.....	Dec.	1,326,745
Circulation.....	Inc.	44,272			

The following are the totals for a series of weeks past :

	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Aggregate
June 5.....	375,919,009	10,051,133	33,862,905	199,124,042	83,389,429	766,281,021
June 12.....	371,893,733	19,433,580	34,144,791	193,386,905	80,869,358	766,281,021
June 19.....	365,341,906	19,025,444	34,193,829	186,214,170	49,612,483	734,242,722
June 26.....	360,432,732	20,257,140	34,214,785	181,774,695	49,612,483	734,242,722
July 3.....	358,868,471	20,257,140	34,217,915	179,949,467	46,737,263	734,242,722
July 10.....	356,434,949	20,257,140	34,277,915	183,197,239	46,737,263	734,242,722
July 17.....	357,000,389	21,055,450	34,178,437	188,431,701	51,859,706	731,381,141
July 24.....	356,641,889	20,079,434	34,110,798	193,022,290	54,271,562	731,381,141
July 31.....	362,582,225	27,371,933	34,008,677	199,416,413	56,101,477	731,381,141
Aug. 7.....	364,879,377	26,003,935	33,947,935	200,220,008	56,056,531	731,381,141
Aug. 14.....	366,505,365	24,114,499	33,992,357	198,932,711	54,730,089	731,381,141

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, Aug. 16, 1869.

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circula.
Atlantic.....	\$750,000	\$1,592,852	\$6,475	\$139,541	\$116,211	\$444,704
Atlas.....	1,000,000	2,127,507	28,109	323,716	563,091	787,499
Boston.....	1,000,000	2,911,076	25,008	249,167	1,355,834	788,255
Rockwell.....	1,000,000	1,987,678	8,400	180,714	624,606	604,619
Bay State.....	500,000	1,494,307	29,323	131,000	644,732	445,404
Columbian.....	1,000,000	2,197,614	26,403	334,000	616,323	759,077
Continental.....	1,000,000	1,933,052		135,217	593,391	707,564
Elliot.....	1,000,000	2,456,477	77,714	157,839	583,263	798,145
Faneuil Hall.....	1,000,000	2,406,356	42,182	40,400	1,306,944	587,384
Freeman's.....	600,000	1,415,966	4,436	119,514	543,101	356,211
Globe.....	1,000,000	2,405,065	86,070	185,000	1,389,335	557,105
Hamilton.....	750,000	1,769,000	33,163	80,776	684,111	242,449
Howard.....	750,000	1,514,480	29,975	135,000	454,554	443,750
Market.....	800,000	1,857,147	25,962	75,321	509,360	353,663
Massachusetts.....	800,000	1,701,014	69,614	208,918	823,374	395,996
Maverick.....	400,000	889,394	11,298	95,396	287,739	245,100
Merchants'.....	3,000,000	6,084,351	244,004	997,449	2,587,448	1,831,440
Mount Vernon.....	300,000	614,439	17,151	97,564	366,930	176,860
New England.....	1,000,000	2,213,536		336,568	622,257	792,184
North.....	1,000,000	2,329,535	4,008	225,500	666,631	781,393
Old Boston.....	900,000	1,878,643	84,992	441,786	936,526	564,406
Shawmut.....	1,000,000	2,966,878	26,997	201,342	646,811	594,312
Shoe & Leather.....	1,000,000	2,446,984		222,575	835,200	59,833
State.....	2,000,000	3,687,427	19,439	381,428	928,570	904,561
Suffolk.....	1,500,000	3,393,683	133,226	277,861	544,937	735,913
Traders.....	600,000	1,033,360	18,578	132,133	382,013	174,500
Tremont.....	2,000,000	3,301,837	220,339	291,378	928,528	798,588
Washington.....	750,000	1,871,240	32,243	80,617	632,985	695,787
First.....	1,000,000	3,777,419	17,841	418,982	1,029,074	793,328
Second (Granite).....	1,600,000	2,417,294	135,517	455,141	1,835,561	791,800
Third.....	300,000	931,162	20,014	77,639	584,072	174,412
B'k of Commerce.....	2,000,000	4,889,578	26,712	616,900	1,871,377	985,946
B'k of Amer. N. Amer. N. Ex.	1,000,000	1,892,225	19,261	849,697	515,742	598,637
B'k of Redemp'n.....	1,000,000	4,008,164	165,82	508,099	595,332	800,000
B'k of the Repub. N. Ex.	1,000,000	2,834,747		20,700	636,761	791,923
City.....	1,000,000	1,781,461	19,083	202,357	501,894	456,449
Exchange.....	1,000,000	3,554,579	156,472	185,374	1,086,668	795,93
Hill & Leather.....	1,500,000	2,684,415	77,119	141,512	652,053	788,293
Revere.....	2,000,000	3,661,620	25,936	276,192	1,499,544	398,53
Union.....	1,000,000	2,242,150	125,218	194,142	862,537	546,490
Webster.....	1,500,000	2,499,311	33,570	221,599	706,675	488,022
Yverly.....	300,000	666,431	549	47,071	395,417	97,707
Security.....	300,000	643,456	7,001	55,126	620,942	130,000
Total.....	46,100,000	103,811,271	2,154,616	10,438,595	36,117,973	25,279,232

The deviations from last weeks returns are as follows :

Capital.....	Inc.	\$6,717	Legal tender notes.....	Dec.	290,799
Loans.....	Dec.	211,301	Deposits.....	Dec.	731,476
Specie.....	Dec.	211,301	Circulation.....	Inc.	7,654

The following are comparative totals for a series of weeks past :

	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
June 7.....	103,643,849	640,582	13,454,661	38,491,446	25,392,157
" 14.....	101,352,548	601,742	12,648,615	37,408,719	25,247,667
" 21.....	103,691,658	959,796	12,687,305	36,243,995	25,313,661
" 28.....	103,575,325	1,105,692	11,754,802	34,331,417	25,304,858
July 5.....	102,623,948	1,140,678	11,801,678	34,331,417	25,335,701
July 12.....	101,405,241	3,355,151	9,541,819	34,520,417	25,335,701
" 19.....	102,702,540	3,024,595	9,739,461	35,211,103	25,254,304
Aug. 9.....	108,804,554	2,365,930	10,719,569	37,308,687	25,514,706
" 16.....	108,811,271	2,154,616	10,438,545	36,117,973	25,279,232

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, August 16, 1869 :

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Philadelphia.....	\$1,600,000	\$4,968,000	100,000	\$1,238,000	\$2,566,000	\$1,000,000
North America.....	1,000,000	4,026,397	55,739	998,995	2,906,977	784,000
Farmers & Mech.....	2,000,000	4,887,676	20,455	1,328,873	3,636,718	175,750
Commercial.....	810,000	2,181,000	2,500	612,000	1,141,000	625,000
Mechanics.....	800,000	2,358,000	2,500	420,000	1,128,000	480,732
Bank N. Liberties.....	500,000	2,400,000		634,000	1,975,000	462,000
Southwark.....	250,000	1,482,600	17,121	463,600	1,377,100	320,473
Kensington.....	250,000	1,198,826	4,936	314,000	1,083,813	225,763
Penn Township.....	500,000	1,365,161		314,000	1,090,914	178,753

Western.....	400,000	1,380,124	1,419	351,333	1,410,421	6,610
Manufacturers.....	570,150	1,536,000		320,000	977,250	447,472
B'k of Commerce.....	250,000	835,569		244,745	637,081	241,950
Guard.....	1,000,000	3,210,000	44,000	684,000	2,622,000	537,000
Tradesmen's.....	300,000	1,336,633	4,337	314,227	918,989	179,642
Consolidation.....	300,000	1,061,535		246,430	780,767	270,000
City.....	400,000	1,369,394		230,289	819,818	258,478
Commonwealth.....	300,000	933,849		230,509	767,768	211,975
Corn Exchange.....	500,000	1,811,000	741	217,000	1,498,000	450,000
Union.....	300,000	1,340,000	13,000	331,000	1,420,000	230,000
First.....	1,000,000	3,538,000		1,035,000	3,091,000	796,000
Fourth.....	300,000	1,004,958		312,217	932,198	259,013
Sixth.....	300,000	631,461		180,857	583,262	134,000
Seventh.....	250,000	459,000		54,000	287,500	135,000
Eighth.....	275,000	844,000		179,000	488,000	219,000
Central.....	750,000	2,223,000		702,000	1,924,000	598,000
Bank of Republic.....	1,000,000	1,893,000		433,000	1,226,000	417,500
Exchange.....	300,000	855,000		161,000	630,000	175,000
Total.....	16,035,150	51,932,991	266,089	13,047,635	39,141,196	10,610,865

The deviations from last weeks returns are as follows :

Capital.....	Decrease.	\$59,839	Legal Tenders.....	Decrease.	\$482,496
Loans.....	Decrease.	59,839	Deposits.....	Increase.	365,309
Specie.....	Decrease.	59,127	Circulation.....	Increase.	2,484

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks :

Date.	Loans.	Specie.	Legal Tends.	Deposits.	Circulation.
July 5	53,932,821	30,621	14,031,449	41,321,537	10,618,845
July 12.....	53,140,755	486,293	13,415,493	40,140,407	10,618,373
July 19.....	53,128,598	456,150	12,944,886	39,834,562	10,618,766
July 26.....	52,463,100	390,777	13,76,180	39,160,644	10,614,978
Aug. 2.....	51,933,853	384,899	13,618,911	39,717,126	10,610,338
Aug. 9.....	52,092,840	325,216	13,530,061	39,506,405	10,608,878
Aug. 16.....	51,932,991	2 6,089	13,047,635	39,141,196	10,610,361

[August 21, 1869.

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE.

SALE PRICES AT THE NEW YORK STOCK EXCHANGE,
 REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, AUGUST 20, TOGETHER
 WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.

STOCKS AND SECURITIES.										STOCKS AND SECURITIES.									
	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Satur.
American Gold Coin (Gold Room)																			
National:																			
United States 6s, 1881 coupon	134 1/4	133 3/4	133 3/4	133 3/4	133 3/4	133 3/4													
do do 6s, 1881 registered																			
do do 6s, 5-20s '63 coupon	123 1/2		122 1/2	123	123 1/2	123 1/2													
do do 6s, 5-20s do registered	121 1/2	121	119 1/2	121 1/2	121 1/2	121 1/2													
do do 6s, 5-20s '64 coupon			120 1/2	121 1/2	121 1/2	121 1/2													
do do 6s, 5-20s do registered	121 1/2																		
do do 6s, 5-20s '65 coupon		120 1/2		120 1/2	121 1/2	121 1/2													
do do 6s, 5-20s do registered	121 1/2	120 1/2	119 1/2	120 1/2	120 1/2	120 1/2													
do do 6s, 5-20s '65 n. coupon			119 1/2	120 1/2	120 1/2	120 1/2													
do do 6s, 5-20s do registered	121 1/2	120 1/2	119 1/2	120 1/2	120 1/2	120 1/2													
do do 6s, 5-20s (1867) coup																			
do do 6s, 5-20s do registered																			
do do 6s, 5-20s (1868) coup																			
do do 6s, 5-20s do registered																			
do do 6s, Oregon War 1861																			
do do 6s, do. (1 y 1/2)																			
do do 6s, Currency	109 1/2	108 1/2	108	108 1/2	109	109													
do do 5s, 1871 coupon																			
do do 5s, 1871 registered																			
do do 5s, 1874 coupon																			
do do 5s, 1874 registered																			
do do 5s, 10-40s coupon	114		113 1/2	112 1/2	114	114													
do do 5s, 10-40s registered	110	113 1/2	109 1/2	110	110 1/2														
State:																			
Alabama 5s																			
do 5s			64																
California 7s				137															
Connecticut 6s																			
Georgia 6s																			
do 7s (new)																			
Illinois Canal Bonds, 1860	92			92	92														
do Registered, 1860																			
do 6s, cou., '79, aft. '60-62-65-70																			
do do do 1877																			
do War Loan																			
Indiana 5s																			
Kentucky 6s																			
Louisiana 6s																			
Louisiana 6s Levee Bonds			72	72	71 1/2	71 1/2													
do 8s Levee Bonds					64 1/2														
Michigan 7s, War Loan																			
Missouri 6s			87	86 1/2	86 1/2	86 1/2													
do 6s (Han. & St. Jos. R.R.)			90 1/2																
New York 6s, 1872																			
do 6s, 1872																			
do 6s, 1874																			
do 7s, State B'y B'ds (coup)																			
North Carolina 6s			109																
do 6s (old)			56																
do 6s (new)			50 1/2	50	53 1/2	50	56												
Ohio 6s, 1870																			
South Carolina 6s																			
South Carolina 6s, new																			
Tennessee 5s																			
do 6s (old)			52	52 1/2	51	52	52 1/2												
do 6s (new)			56																
Virginia 6s, (old)																			
do 6s (new)																			
do 6s (reg.)					69														
Municipal:																			
Brooklyn 6s, Water Loan			94																
do 6s, Park Loan																			
Jersey City Water Loan				92 1/2															
New York 5s, 1870																			
do 5s, 1875																			
do 5s, 1875																			
Bank Stocks:																			
American Exchange			103																
Bank of America			115		115														
Bank of New York																			
Bank of Republic																			
Central					121														
Commonwealth																			
Commerce					112														
Continental		125 1/2																	
Corn Exchange																			
Corn																			
Fourth																			
Gallatin			105 1/2	105 1/2	105		105 1/2												
Importers and Traders																			
Manufacturers & Merchants					140														
Metropolitan																			
Manhattan																			
Merchants																			
Merchants Exchange					129		140												
Mechanics																			
Nassau																			

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. The Table of Railroad, Canal and Miscellaneous Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations), or upon which dividends are paid. Quotations are always given of the per cent value, whatever the par of the stock may be.

2. The Tables of Railroad, Canal and Miscellaneous Bonds occupy, in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are sometimes given under the name of the Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.—January and July; F. & A.—February and August; M. & S.—March and September; A. & O.—April and October; M. & N.—May and November; J. & D.—June and December. Q.—Quarterly, beginning with January; Q.—Quarterly, beginning with February; Q.—Quarterly, beginning with March.

3. The quotations of Southern Securities are given in a separate Table.

4. No reliable prices of Insurance Stocks can possibly be made.

LEASE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY.—This important line of road has been leased, in perpetuity, to the Pennsylvania Railroad Company at an annual rental of \$1,38,000, to be paid to the stockholders of the former, over and above all other claims or charges, including the government dividend tax on the rental to be paid. This sum is 12 per cent upon the share capital of the Fort Wayne Company, and equals the interest on a capitalized sum of \$19,714,285—a sum \$8,214,285 greater than the share capital of the Company at the date of the lease. By its terms its share capital is to be increased by a live amount, upon which, in perpetuity, and free of government tax, dividends of 7 per cent, in quarterly payments of 1 1/2 per cent, are to be forever paid. The fulfillment of the terms of this lease is guaranteed not only by the net earnings of the leased road, which for the past five years have been \$3,600,000 in excess of the rental that would have been called for had the lease been in operation, but by those of the Pennsylvania Railroad Company, which are twice greater, over and above all charges upon it. A security has thus been created of unexampled excellence, and one which will be sought for as an investment for trust funds—an investment bearing a high rate of interest, and one in which no change will ever be required, and for which every possible condition of safety is supplied. The books of the Company are now closed, so as to call in the old and issue the new stock.

LAKE SHORE AND MICHIGAN SOUTHERN.—The consolidation is now complete, and one company, the Lake Shore and Michigan Southern Railway Company, owns a line of railroad extending from Chicago to Buffalo. The road now owned by the company consists of the following lines and branches:

	Miles.
Chicago to Buffalo, via Air Line	529
Toledo to Elkhart, via Adrian and White Pigeon	112
Jackson Branch	44 1/2
Adrian to Monroe	23 1/2
Toledo to Detroit	59
White Pigeon to Constantine (ceased)	9
Branch to Graytown, from Junction 8 miles east of Toledo	4
Lyria to Sandusky	35
Total	866

CENTRAL BRANCH OF THE UNION PACIFIC.—This road is completed to Waterville, one hundred miles west. There it was to connect with the Kansas Pacific, but that road, instead of turning northward to Fort Kearney, as originally contemplated, continues due west to Denver, leaving the Atchison line with no outlet. The Atchison road received a subsidy of \$16,000 per mile; and its managers claim that as they have fulfilled their part of the contract, the government is bound in good faith to give them a Western connection by continuing the endowment for 150 miles further, to Fort Kearney, where they can connect with the Union Pacific. They allege that the road is so well built that not even Kansas freshets have ever destroyed a single culvert.

The local business is already very large, and will ultimately become very heavy. The company has just put 250,000 acres of land into the market, at from \$2 50 to \$10 00 an acre, payable in instalments running through ten years.—*Chicago Railway Review.*

PENNSYLVANIA.—The Allegheny Valley Railroad is said to traverse one of the most picturesque regions of Pennsylvania. The railroad bridge, now in process of erection at Venango City, connecting the Oil Creek and Allegheny with the Valley line, will be finished toward the close of the fall months. The Keystone Bridge Company are the builders. The structure will have three spans of 120 feet each. The estimated cost is \$100,000. The requisite legislation authorizing the extension of the road to the west branch of the Susquehanna having been obtained, steps have been taken for the early and vigorous prosecution of the work. The surveys of the route are nearly complete, and at several important points ground has been broken for the road bed. The projected line is located along the valleys of Mahoning Creek and Bennett's branch, and connects with the Philadelphia and Erie road at Emporium. The grades will be easy, not exceeding twenty feet to the mile. The material aid for the extension has been obtained upon terms highly advantageous to the State. The Commonwealth receives for \$6,500,000 worth of bonds for the Philadelphia and Erie road, not payable till 1912, an equal amount of the bonds of the Allegheny Valley road guaranteed by the Pennsylvania, Northern Central and Philadelphia and Erie Companies, payable after 1875, at the rate of \$100,000 per annum.—*Western Railroad Gazette.*

Messrs. S. W. Hopkins & Co., dealers in railway iron, 53 Old Broad street, London, and 69 Broadway, New York, furnish the following statement of the export of rails from Great Britain for the month of June:

Countries.	1867.	1868.	1869.	Countries.	1867.	1868.	1869.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United States	9,774	85,936	26,714	Spain & Canada	611	673	1,030
British	3,049	3,052	4,618	British India	19,347	6,676	7,067
Cuba	1,670	1	1	Australia	2,83	848	2,315
Brazil	5	114	13	Other Countries	197	431	8,953
Chili	15	32	871	Total	52,610	62,773	95,039
Peru	2,003			Of iron to all	4,913	5,819	9,092
Russia	10,801	7,984	34,072				
Sweden	183	627	5				
Prussia	110	365	1,806				
Illyria, Croatia & Dalmatia		3,759					
France	2	86	231				

For other Railroad Items, see COMMERCIAL AND MISCELLANEOUS NEWS, on a previous page.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Chicago and Alton.				Chicago & Northwestern.				Chic., Rock Is. and Pacific.				Illinois Central.			
1867.	1868.	1869.		1867.	1868.	1869.		1867.	1868.	1869.		1867.	1868.	1869.	
(280 m.)	(280 m.)	(431 m.)		(1,152 m.)	(1,152 m.)	(1,157 m.)		(110 m.)	(451 m.)	(520-94 m.)		(708 m.)	(708 m.)	(708 m.)	
\$243,767	\$276,116	\$339,762	Jan.	606,147	\$74,890	\$871,218	Jan.	\$292,047	\$308,687	\$351,767	Jan.	\$347,119	\$357,442	\$381,676	
157,832	275,139	304,827	Feb.	574,664	807,473	827,254	Feb.	224,621	297,464	319,441	Feb.	534,871	536,165	558,782	
235,961	267,094	393,648	Mar.	757,134	850,192	1,149,258	Mar.	272,454	276,431	645,789	Mar.	417,071	414,443	618,730	
282,165	279,121	331,148	April.	774,280	1,094,597	1,094,378	April.	268,369	301,952	362,900	April.	440,271	518,840	598,355	
335,510	303,342	345,556	May.	895,712	1,208,706	1,209,594	May.	297,625	316,708	419,000	May.	477,007	572,551	655,046	
342,357	384,564	391,655	June.	898,357	1,167,544	1,235,284	June.	276,651	318,176	598,000	June.	516,494	426,248	740,949	
351,244	404,912	353,736	July.	820,334	1,091,466	1,167,155	July.	297,512	341,885	449,503	July.	525,342	548,714	661,793	
415,934	568,109		Aug.	1,064,336	1,265,831		Aug.	444,134	568,330		Aug.	709,326	794,325		
408,999	486,196		Sept.	1,451,284	1,518,483		Sept.	566,403	653,386		Sept.	735,530	589,166		
426,752	503,745		Oct.	1,541,056	1,574,906		Oct.	599,548	591,209		Oct.	823,901	931,529		
359,103	109,568		Nov.	1,210,387	1,135,334		Nov.	442,274	424,519		Nov.	727,809	685,400		
330,169	361,700		Dec.	918,088	1,001,892		Dec.	377,053	433,434		Dec.	613,330	61,040		
3,392,961	4,508,642		Year.	4,712,248	13,429,534		Year.	4,353,611	4,797,461		Year.	7,160,991	7,817,620		
Marietta and Cincinnati.				Michigan Central.				Mich. So. & N. Indiana.				Milwaukee & St. Paul.			
1867.	1868.	1869.		1867.	1868.	1869.		1867.	1868.	1869.		1867.	1868.	1869.	
(251 m.)	(251 m.)	(251 m.)		(329 m.)	(329 m.)	(329 m.)		(324 m.)	(521 m.)	(521 m.)		(735 m.)	(820 m.)	(826 m.)	
\$94,136	\$92,433	\$98,510	Jan.	304,097	\$343,900	\$384,119	Jan.	\$305,857	\$362,021	\$385,901	Jan.	\$319,765	\$309,228	\$451,130	
78,976	81,599	91,660	Feb.	283,669	301,112	321,634	Feb.	311,088	338,335	357,409	Feb.	240,756	321,304	330,283	
84,659	98,482	108,558	Mar.	376,210	326,886	386,527	Mar.	379,761	378,735	453,481	Mar.	267,145	333,307	430,771	
73,768	108,461	109,529	April.	362,783	415,758		April.	391,163	453,449	473,544	April.	316,368	436,412	460,397	
90,526	95,416	111,037	May.	333,352	369,425	404,840	May.	358,601	399,299	445,791	May.	401,892	565,718	630,844	
96,535	95,924	118,618	June.	384,977	325,501	366,623	June.	304,292	265,116	406,131	June.	369,358	458,190	675,800	
106,591	108,413	109,502	July.	313,021	321,013	329,850	July.	312,879	666,934	727,045	July.	365,404	423,397	576,342	
114,716	126,556		Aug.	398,992	392,942		Aug.	428,712	437,600		Aug.	530,564	522,681		
121,217	121,519		Sept.	464,778	456,974		Sept.	487,867	521,326		Sept.	751,739	1,024,045		
142,823	12,065		Oct.	506,205	511,820		Oct.	539,435	543,886		Oct.	1,101,713	1,017,463		
132,387	119,169		Nov.	412,953	410,825		Nov.	423,341	436,398		Nov.	666,617	656,917		
123,363	121,408		Dec.	330,573	390,671		Dec.	370,757	437,504		Dec.	2,438,325	408,879		
1,353,718	1,304,095		Year.	4,371,071	4,570,014		Year.	4,613,743	4,981,119		Year.	5,633,609	6,517,645		
Ohio & Mississippi.				St. L. Alton & T. Route.				Toledo, W. b. & Western.				Western Union.			
1867.	1868.	1869.		1867.	1868.	1869.		1867.	1868.	1869.		1867.	1868.	1869.	
(340 m.)	(340 m.)	(340 m.)		(310 m.)	(310 m.)	(310 m.)		(521 m.)	(521 m.)	(521 m.)		(180 m.)	(180 m.)	(180 m.)	
\$242,793	\$211,973	\$180,366	Jan.	149,658	\$127,594	\$132,622	Jan.	\$237,674	\$278,712	\$284,192	Jan.	\$39,679	\$46,416	\$41,990	
219,064	231,311	216,080	Feb.	149,942	153,392	177,317	Feb.	200,793	265,126	265,131	Feb.	27,666	40,768	43,200	
279,697	235,065	221,450	Mar.	174,102	149,165	175,820	Mar.	270,620	267,799	352,704	Mar.	36,392	39,191	44,557	
284,729	252,149	214,409	April.	168,169	155,388	171,368	April.	317,052	286,825	317,532	April.	40,710	49,233	41,592	
232,939	214,619	218,639	May.	171,736	180,545	157,397	May.	329,078	260,529	312,629	May.	57,852	68,473	70,163	
240,125	217,082	223,236	June.	156,065	140,408	151,132	June.	304,810	293,344	318,890	June.	60,558	77,388		
234,633	194,455	192,364	July.	172,933	143,988	129,761	July.	309,591	283,871	310,800	July.	58,262	59,762		
222,591	287,557		Aug.	220,788	204,596		Aug.	364,728	454,208		Aug.	73,235	84,607		
363,372	307,122		Sept.	219,190	196,436		Sept.	382,996	450,303		Sept.	126,456	97,338		
379,397	293,329		Oct.	230,340	210,473		Oct.	406,766	429,593		Oct.	119,667	97,599		
236,066	274,696		Nov.	204,095	174,500		Nov.	351,759	323,279		Nov.	79,431	97,146		
272,058	233,861		Dec.	171,499	157,579		Dec.	327,948	399,438		Dec.	54,718	45,470		
3,459,319	2,961,059	6,508,630	Year.	3,307,930	1,923,862		Year.	4,733,879	4,013,390		Year.	774,467	\$544,971		

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.				DIVIDEND.		FRIDAY.		COMPANIES.				DIVIDEND.		FRIDAY.					
Marked thus * are leased roads. In dividend column X=extra, C=cash, S=stock or scrip.				Stock Out- stand- ing.	Periods.	Last paid.		Bid.	Ask.	Marked thus * are leased roads. In dividend column X=extra, C=cash, S=stock or scrip.				Stock Out- stand- ing.	Periods.	Last paid.		Bid.	Ask.
		Date.	Rate.							Date.	Rate.								
Railroads.																			
Allegheny Valley	PAR	50	2,241,250					20	25	Oil Creek and Allegheny River	PAR	50	4,250,450	Quarterly	July, '69	2 1/2	40 1/2	41	
Atlantic and Gulf	100	3,691,200								Old Colony and Newport	100	4,943,420	Jan. & July	July, '69	3	97 1/2	98		
Atlantic and St. Lawrence	100	2,494,500	Jan. & July	July, '69	2					Orange and Alexandria	100	2,083,655	Feb. & Aug.	Aug., '69	4				
Atlanta and West Point	100	1,282,100	Jan. & July	July, '69	4					Oswego and Syracuse	50	482,400	Quarterly	July, '69	6		245		
Aurora and Leavenworth	100	785,700	Jan. & July	July, '69	3 1/2	85	90			Pennsylvania	50	58,840,762	May & Nov.	May, '69	5	114 1/2	114		
Baltimore and Ohio	100	1,151,362	April & Oct.	April, '69	5	121 1/2				Philadelphia and Erie	50	6,004,200	Jan. & July	Jan., '69	4	61 1/2	61		
Washington Branch	100	1,650,000	April & Oct.	April, '69	5					do do pref.	50	2,400,000	Jan. & July	Jan., '69	4	96 1/2	96		
Parkersburg Branch	50	600,000	Quarterly	July, '69	1 1/2					Philadelphia and Reading	100	2,252,850	Jan. & July	Jan., '69	5 1/2	121 1/2	121 1/2		
Berkshire	100	14,934,100	Jan. & July	July, '69	5	146 1/2	147 1/2			Philadelphia and Trenton	100	1,099,120	Feb. & Aug.	Aug., '69	5				
Boston and Albany	100	800,000	May & Nov.	May, '69	3					Philadel. Germant. & Norrist'n	50	1,587,700	April & Oct.	April, '69	5	140	140		
Boston, Con. & Montreal	100	2,169,000	Jan. & July	July, '69	4	193	193 1/2			Philadel. Wilming. & Baltimore	50	9,084,300	Jan. & July	Jan., '69	4	104	104		
Boston, Hartford and Erie	100	2,450,000	Jan. & July	July, '69	5	141 1/2	141 1/2			Pittsburg and Connellsville	50	1,768,520	Jan. & July	Jan., '69	4	15	15		
Boston and Lowell	100	6,000,000	Feb. & Aug.	Feb., '69	4	133	136			Pittsburg, Cin. & St. Louis	100	5,000,000	Quarterly	July, '69	2 1/2	151 1/2	152		
Boston and Maine	100	2,560,000	Jan. & July	July, '69	5					Pittsburg, Ft. W. and Chicago	100	11,500,000	Quarterly	July, '69	3	110	110		
Boston and Providence	100	5,960,000	Jan. & July	July, '69	5					Portland and Kennebec (new)	100	581,100	Jan. & July	Jan., '69	3				
Buffalo, New York and Erie	100	1,235,000	Jan. & July	July, '69	5					Portland, Saco & Portsmouth	100	1,500,000	June & Dec.	June, '69	3				
Buffalo and Erie	100	580,000	Feb. & Aug.	Feb., '69	4					Providence and Worcester	100	2,500,000	Jan. & July	Jan., '69	5				
Burlington and Missouri River	100	1,235,000	Jan. & July	July, '69	5					Raritan and Delaware Bay	100	2,500,000	April & Oct.	April, '69	3 1/2				
do do pref.	100	580,000								Rensselaer and Saratoga con.	100	2,500,000	April & Oct.	April, '69	3 1/2				
Camden and Amboy	50	931,200	Feb. & Aug.	Feb., '69	5	122 1/2				Richmond and Danville	100	1,000,000	Jan. & July	Jan., '69	4				
Camden and Atlantic	50	577,100	Jan. & July	July, '69	3					Richmond and Petersburg	100	847,100	Jan. & July	Jan., '69	5				
do do preferred	50	731,200								Rome, Water. & Ogdensburg	100	2,500,000	Jan. & July	Jan., '69	5				
Cape Cod	50	931,200	Jan. & July	July, '69	3					Rutland	100	2,500,000	Feb. & Aug.	Feb., '69	3 1/2		39		
Calawissa	50	1,159,500	Jan. & July	July, '69	3	28	30			do preferred	100	2,500,000	Feb. & Aug.	Feb., '69	3 1/2		39		
do preferred	50	2,200,000	May & Nov.	Nov., '68	3	74 1/2	74 1/2			St. Louis, Alton & Terre Haute	100	2,500,000	Annually	May, '69	7	58	59		
Cedar Rapids and Missouri	100	5,482,000	May & Nov.	May, '69	3 1/2					do do do pref.	100	2,040,000	Annually	May, '69	7	58	59		
do do do pref.	100	4,666,500	Jan. & Dec.	Jan., '69	2 1/2					St. Louis, Jacksonv. & Chicago	100	1,469,429	Annually	May, '69	7	58	59		
Central Georgia & Banking Co.	100	15,000,000	Jan. & Dec.	Jan., '69	2 1/2	105 1/2				Saunder. Mansfield & Newark	100	901,341	Annually	May, '69	7	58	59		
Central of New Jersey	100	2,500,000	June & Dec.	June, '69	3	52				Schuykill Valley	50	576,050	Jan. & July	July, '69	2 1/2				
Central Ohio	100	5,000,000	June & Dec.	June, '69	3					Shamokin Valley & Pottsville	50	869,450	Feb. & Aug.	Aug., '69	3				
do do preferred	100	2,085,225	Jan. & July	July, '69	2	84 1/2				Shore Line Railway	100	835,200	Jan. & July	Jan., '69	4				
Cheshire, preferred	100	5,141,800	Mar. & Sept.	Mar., '69	5	158 1/2	160			South Carolina	100	1,365,600	Feb. & Aug.	Feb., '69	4				
Chicago and Alton	100	2,425,400	Mar. & Sept.	Mar., '69	5	159	161			South Side (P. & L.)	100	1,365,600	Feb. & Aug.	Feb., '69	4				
do do preferred	100	15,825,025	Mar. & Sept.	Mar., '69	15	193				South West Georgia	100	3,210,900	Feb. & Aug.	Feb., '69	4				
Chicago, Burlington and Quincy	100	1,000,000	Jan. & July	July, '69	5					Syracuse, Binghamton & N. York	100	1,314,130	Jan. & July	Jan., '69	5				
Chicago and Great Eastern	100	2,227,000	June & Dec.	June, '69	5	88 1/2	88 1/2			Terre Haute and Indianapolis	50	1,988,150	Jan. & July	Jan., '69	5				
Chicago, Iowa and Nebraska	100	14,590,100	April & Oct.	April, '69	5	97 1/2	116 1/2			Toledo, Peoria & Warsaw	100	2,700,000	Jan. & July	Jan., '69	5				
Chicago and Milwaukee	100	14,000,000	April & Oct.	April, '69	5	116 1/2	116 1/2			do do do 1st pref.	100	1,000,000	Jan. & July	Jan., '69	5				
Chicago and Northwest	100	3,521,664	April & Oct.	April, '69	5 b d's	82	85			do do do 2d pref.	100	1,000,000	Jan. & July	Jan., '69	5				
Cincinnati, Sand. & Cleveland	50	2,869,000	May & Nov.	Nov., '68	3					Toledo, Wash. & Western	100	1,000,000	May & Nov.	May, '69	3 1/2	84 1/2	84 1/2		
do do do pref.	50	893,073	May & Nov.	Nov., '68	3					do do do pref.	100	1,000,000	May & Nov.	May, '69	3 1/2	84 1/2	84 1/2		
Cincinnati and Zanesville	50	1,676,345	Feb. & Aug.	Aug., '69	3 1/2	78	79			Utica and Black River	100	1,497,700	Jan. & July	Jan., '69	4	101 1/2	102		
Cleveland, Col. Cin. & Indianap.	100	10,460,900	Feb. & Aug.	Aug., '69	3 1/2					Vermont and Canada	100	2,250,000	June & Dec.	June, '69	2				
Cleveland and Mahoning	50	2,956,750	May & Nov.	Nov., '68	3 1/2	105 1/2	105 1/2			Verona, Mass. & Schuylkill	100	1,465,700	Jan. & July	Jan., '69	2	62 1/2	62 1/2		
Cleveland and Pittsburgh	50	5,958,775	Quarterly	July, '69	2 1/2	34 1/2	35			Virginia Central	100	3,263,679	Jan. & July	Jan., '69	5				
Columbus, Chic. & Ind. Central	100	11,100,000	Quarterly	Oct., '67	2 1/2	34 1/2	35			Virginia and Tennessee	100	2,941,791	Jan. & July	Jan., '69	5	30 1/2	30 1/2		
Columbus and Xenia	50	1,786,800	Dec. & June	June, '69	3	78	79			do do do pref.	100	555,500	Jan. & July	Jan., '69	4				
Concord	100	1,200,000	May & Nov.	Nov., '68	3	105 1/2	105 1/2			Western Union (Wis. & Ill.)	100	2,207,688	Jan. & July	Jan., '69	4				
Concord and Portsmouth	100	350,000	Jan. & July	July, '69	3 1/2					do do do pref.	100	560,000	Jan. & July	Jan., '69	4				
Connecticut and Passumpsic	100	1,822,100	Jan. & July	Jan., '69	3					Wilmington and Manchester	100	1,147,018	Jan. & July	Jan., '69	4				
Cumberland Valley	50	1,700,000	Jan. & July	July, '69	3					Wilmington and Philadelphia	100	1,470,000	Jan. & July	Jan., '69	4				
Cumberland and York	50	1,200,000	April & Oct.	April, '69	4					Worcester and Nashua	100	1,520,000	Jan. & July	Jan., '69	4				
Dayton and Michigan	100	2,400,000	Jan. & July	July, '69	3														
Delaware	50	891,200	Jan. & July	July, '69	3														
Delaware, Lackaw. & Western	100	14,100,600	Jan. & July	July, '69	5	112	112 1/2			Chesapeake and Delaware	50	1,988,565	June & Dec.	June, '69	3				
Detroit and Milwaukee	100	2,095,000	Jan. & July	July, '69	3					Chesapeake and Ohio	25	8,239,584	June & Dec.	June, '69	3				
do do do pref.	100	2,142,250	Jan. & July	July, '69	3 1/2	112	112 1/2			Delaware Division	50	1,833,350	Feb. & Aug.	Aug., '69	4	16	16		
Dubuque and Sioux City	100	1,588,170	Jan. & July	July, '69	3 1/2					Delaware and Hudson	100	15,000,000	Feb. & Aug.	Aug., '69	5	126	126		
Eastern (Mass.)	100	1,980,300	Jan. & July	July, '69	3 1/2					Delaware and Potomac	100	2,500,000	Feb. & Aug.	Aug., '69	5				
East Tennessee and Georgia	100	2,141,970	Jan. & July	July, '69	3 1/2					Lehigh Coal and Navigation	50	8,739,500	May & Nov.	May, '67	3	71 1/2	72		
East Tennessee and Virginia	100	1,902,000	Jan. & July	July, '69	3 1/2					Monongahela Navigation Co.	50	728,100	Jan. & July	Jan., '69	3	43	45		
Elmira and Williamsport	100	500,000	May & Nov.	May, '69	2 1/2					Morris (consolidated)	100	1,025,000	Feb. & Aug.	Feb., '69	10 1/2	60	60		
Elmira and Williamsport	100	500,000	May & Nov.	May, '69	2 1/2					Pennsylvania	100	4,300,000	Feb. & Aug.	Feb., '69	10 1/2	60	60		
Erie	100	57,765,300	Feb. & Aug.	Feb., '69	4					Schuylkill Navigation (consol.)	50	1,908,307	Feb. & Aug.	Feb., '67	6	41	41		
do preferred	100	8,536,900	January	Jan., '69	7					do do do pref.	50	1,908,307	Feb. & Aug.	Feb., '67	6	41	41		
Erie and Pittsburgh	100	962,900	Jan. & July	July, '69	3 1/2					Susquehanna & Tide-Water	50	1,888,977	Feb. & Aug.	Feb., '67	6	41	41		
Fitchburg	100	3,540,000	Jan. & July	July, '69	4					Union, preferred	50	2,507,850	Jan. & July	Jan., '69	5				
Georgia	100	4,156,000	Jan. & July	July, '69	4	132 1/2				West Branch and Susquehanna	50	1,100,000	Jan. & July	Jan., '69	5				
Grand Trunk (Can.)	100	14,367,350	Jan. & July																

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
 Pages 3 and 4 of Bonds will be published next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.		Amount Outstanding	INTEREST.			Principal payable.	FRIDAY.		COMPANIES, AND CHARACTER OF SECURITIES ISSUED.		Amount Outstanding	INTEREST.			Principal payable.	FRIDAY.	
For a full explanation of this Table see "Railroad Monitor," on a preceding page.			Rate.	When paid.	Where paid.		Bid.	Asked	For a full explanation of this Table see "Railroad Monitor," on a preceding page.			Rate.	When paid.	Where paid.		Bid.	Asked
Railroads:																	
Alabama & Chattan. (June 1, '89):		16,000 p.m	8	J. & J.	New York	1889			2d Mort. (Va. Central RR.)		206,000	6	J. & J.	New York	1872		
1st Mort. (gold) guar. by Ala.									3d Mort. (Va. Central RR.)		983,000	6	J. & J.	"	1884		
Albany & Susquehanna. (Oct. 1, '88):		1,000,000	7	J. & J.	New York	1898			Income Mort. (Va. Cent. RR.)		300,000	8	J. & J.	"	1876		
1st Mortgage		1,000,000	6	M. & N.	"	1895			1st Mort. (Ch. & O. Cent. RR.)		210,000	7	J. & J.	"	1874		
Albany City Loan		802,000	7	A. & O.	"	1885			1st M. (Ch. & O. RR.) for \$10,000,000				A. & O.	"	1918		
2d Mortgage, for \$2,000,000									Cheshire (Dec. 1, '88):		771,800	6	J. & J.	Boston.	70-80	90%	
Alex. Loud. & Hamp. (Oct. 1, '88):		31,500	7	M. & N.	Wash'ton.	1898			Company Bonds of '70, '75 & '80.								
1st Mortgage, for \$8,000,000									Chester & Ch. & Br. June (Jan. 1, '89):		500,000	10	M. & N.	New York	1877		
Allegheny Valley (Feb. 1, '89):		4,000,000	7.5	J. & J.	Pittsburg.	1896	84	85	1st Mort. sinking fund								
1st Mortgage		400,000							Chester Valley (Nov. 1, '88):		500,000	7	M. & N.	Philadel.	1872		
Androscoquina (Jan. 1, '89):		425,000	6	A. & O.	Portland.	1890			1st Mortgage		402,000	7	M. & N.	New York	1877	18%	
1st Mortgage (Bath Loan)									1st Mortgage		2,400,000	7	J. & J.	"	1888	91	
Atlantic & Gt. West. (Jan. 1, '89):		7,144,400	7	A. & O.	London.	1877			Chicago & Alton (Jan. 1, '89):		1,100,000	7	A. & O.	"	1888	91	
1st Mort. skg fund (Pa.)									1st Mortgage		402,000	7	M. & N.	New York	1877	18%	
1st Mort. skg fund (N. Y.)									1st Mortgage		2,400,000	7	J. & J.	"	1888	91	
1st Mort. skg fund (Ohio)									Chicago, R. I. & Pacific (Apr. 1, '89):		1,897,000	8	J. & J.	New York	1883	108%	
1st Mort. skg fund (Buff. ext.)									1st (Trust) Mort., convertible.		130,000	8	J. & J.	"	1883	108%	
2d Mort. (Franklin Branch)									2d Mort. (Frankfort), gold		941,000	4.5	J. & J.	Frankfort.	1880		
2d Mort. (Penn.)		3,908,100	7	A. & O.	New York	1881			Trust Mortgage Bonds.		400,000	7	M. & S.	New York	1890		
2d Mort. (N. Y.)									Chicago, Cin. & Louis. (Jan. 1, '89):		1,000,000	7	J. & J.	New York	1887		
2d Mort. (Ohio)		18,947,500	7	A. & O.	London.	1883			1st Mortgage								
Consolidated Mort. (1st series)		7,000,000	5	.....	.....				Chic. & Vincen. (Apr. 1, '89):		2,500,000	7	A. & O.	New York	1909	
Consolidated Mort. (2d series)		8,701,806	5	.....	.....				1st Mort. (gold) sinking fund.							
Income Mort.									Chicago, Iowa & Neb. (Jan. 1, '89):		942,000	7	J. & J.	New York	1881		
Atlantic & Gulf (Jan. 1, '89):		2,000,000	7	J. & J.	New York	1890			1st Mortgage, guaranteed								
Consolidated Mort. free									Chillicothe & Brunswick. (June 1, '89):		500,000	8	M. & N.	New York	1899		
Atlantic & Pacific (Jan. 1, '89):									1st Mortgage								
1st Mort. (gold) for \$3,000,000									Chicago & Milwaukee (June 1, '89):		397,000	7	M. & N.	New York	1874	87	
Atlan. & St. Lawrence (Jan. 1, '89):		1,407,200	6	Var.	Port. & N. Y.	70-70			1st Mort. (C. & M. RR., 45 miles)		182,000	7	Var.	"	1874	88	
1st Mort. (Port. Loan) skg fund.		614,500	6	A. & O.	Portland.	1871			2d Mort. (M. & C. RR., 40 miles)		1,088,000	7	J. & J.	"	1888		
2d Mort. of April 1, 1881		885,500	6	A. & O.	London.	1884			1st Mort. (C. & M. RR., 83 miles)								
Sterl. Bds of Oct. 1, '84 (5-20 yrs)		484,000	6	M. & N.	"	1878			Chicago & North-west. (June 1, '89):		1,249,500	7	F. & A.	New York	1885	99	
Sterl. Bds of Nov. 1, '85, conv. 100,000		494,000	6	M. & N.	"	1878			Preferred Skg Fund (on 100 m.)		755,000	7	M. & N.	"	1888	91	
Baltimore & Ohio (Oct. 1, '86):		753,381	6	Q. & J.	Baltimore.	1867			1st Mortgage (general)		3,994,500	7	F. & A.	"	1885	91	
Loan of 1884		863,250	6	J. & J.	"	1875	90%	94	Extension Bonds		484,000	7	F. & A.	"	1882	97	
Loan of 1890		579,500	6	J. & J.	"	1880			1st Mort. (Gal. & Chic. Un. RR.)		1,919,000	7	F. & A.	"	1882	97	
Loan of 1893		1,710,500	6	A. & O.	"	1885	90%	96	2d Mort. (Gal. & Chic. Un. RR.)		1,029,000	7	M. & N.	"	1875	95	
Baltimore Loan of 1885		5,000,000	6	J. & J.	"	1890			1st Mortgage (Penninsula RR.)		1,010,000	7	M. & S.	"	1898	92	
2d Mort. (N. W. Va. RR.) of '88		481,500	6	J. & J.	"	1873	87		Cons. Skg F'd Bds, conv. 'till '70		3,296,000	7	Q. & F.	"	1915	95%	
3d Mort. (N. W. Va. RR.) of '85		155,000	6	J. & J.	"	1885			Equipment Bonds		101,000	7	A. & O.	"	1874		
Buy de Nog. & Marquet. (Jan. 1, '89):		100,000	8	A. & O.	Boston.	1870			Equipment Bonds		1,375,000	10	M. & N.	"	1871		
Income Bonds of Oct. 1, 1885		150,000	8	A. & O.	"	1871			1st Mort. (Beloit & Madison RR)		363,000	7	J. & J.	"	1888		
Income Bonds of April 1, 1886									Chicago, R. I. & Pacific (Apr. 1, '89):		1,897,000	7	J. & J.	New York	1870	100	
Belvidere Delaware (Jan. 1, '89):		1,000,000	6	J. & D.	New York	1877			1st Mort. (C. & R. I. & P. RR.)		6,885,000	7	J. & J.	"	1896	94	
1st Mort. of June 1, 1882		499,500	6	M. & S.	Princeton.	1885			Cincin., Ham. & Dayton. (Apr. 1, '89):		1,250,000	7	M. & N.	New York	1880	86	
2d Mort. of Sept. 1, 1884		745,000	6	F. & A.	"	1887	75	78	2d (now 1st) Mortgage		254,000	8	J. & J.	"	1887	81	
Blue Ridge of S. Car. (Jan. 1, '89):		204,000	7	J. & J.	Charleston	1884			Cincinnati & Indiana (Jan. 1, '89):		2,000,000	7	J. & J.	New York	1882	80	
1st Mort. for \$2,000,000									1st Mortgage, guaranteed								
Boston & Albany (Dec. 1, '88):		593,000	6	J. & J.	Albany.	70-1-6			Cincinnati & Martinsburg. (Jan. 1, '89):		400,000	7	J. & J.	New York	1895		
Albany Loan (Alb. & W. Stkbg)		2,051,520	6	A. & O.	London.	70-71			1st Mortgage, guaranteed								
Mass. Sterl. Loans (West'n RR.)		796,000	6	A. & O.	Boston.	1875			Cincin., Richm. & Chic. (Apr. 1, '89):		560,000	7	J. & J.	New York	1895		
Dollar Bonds (Western RR.)									1st Mortgage, guaranteed								
Bost. Chink. & Mich'g (Dec. 1, '88):		400,000	6	J. & J.	Boston.	1884			Cincin., Sand. & Clev. (July 1, '88):		350,000	7	M. & S.	New York	1877		
1st Mort. (Agric. Br. RR.) of '84		204,000	7	F. & A.	New York	1865			1st Mort. (Sand. & Ind. RR.)		997,000	6	F. & A.	"	1880		
2d Mort. (71 m.)		150,000	6	J. & J.	Boston.	1870			1st Mort. (Cinc. Sand. & Clev. RR.)		978,000	7	J. & D.	"	1890		
2d Mort. (71 m. & 1st 21 m.) conv.		200,000	7	J. & J.	New York	1870			Cincinnati & Zanesv. (July 1, '88):		1,300,000	7	M. & N.	New York	1898		
2d Mort. (71 m. & 2d 21 m.) conv.		496,000	6	J. & J.	Boston.	1889			1st Mortgage								
Sinking Fund Bonds									Clen. Cot., Chic. & Ind. (Jan. 1, '89):		400,000	7	J. & D.	New York	70-85		
Bost. Hart. & Erie (Dec. 1, '88):		600,000	7	M. & S.	Boston.	1884	80		1st M. (C. & C. RR.) \$25,000 a yr		740,000	7	J. & J.	"	70-99		
1st Mort. (old)		14,000,000	7	J. & J.	"	1899	63%	64%	1st Mort. (Bell. & Ind. RR.)		379,000	7	J. & J.	"	1870		
1st Mort. (new)		3,000,000	7	J. & J.	New York	1899			1st M. (Ind., P'b'g & Clev. RR.)		319,000	7	J. & J.	"	1870		
1st Mort. (new) guar. by Erie		3,000,000	7	J. & J.	Boston.	1899			3d Mort. (Ind., P'b'g & Clev. RR.)		341,000	7	J. & J.	"	1878		
Mass. L. (sec. by \$1,000,000 1st M.)									Cleveland & Mahon. (July 1, '88):		820,000	7	F. & A.	New York	1878		
Boston & Lowell (Dec. 1, '88):		101,000	6	J. & J.	Boston.	1873			1st Mortgage		587,000	8	M. & S.	"	1876		
Convertible Bonds of 1883		866,000	8	A. & O.	"	1873			2d Mortgage		147,500	7	J. & J.	"	1881		
Scrip Certificates		300,000	8	A. & O.	"	1879			1st Mort. (Hubbard Branch)								
Mortgage (wharf purchase)									Cleat. & Pittsburg (Jan. 1, '89):		1,130,000	7	M. & S.	New York	1878	83	
Buff. Brad. & Pittsb. (Oct. 1, '88):		580,000	7	J. & J.	New York	1886	50	60	1st Mortgage, sinking fund		1,095,000	7	M. & N.	"	1878	88	
1st Mortgage		700,000	7	J. & J.	New York	18..	60	75	Cons. Skg F'd Mort. for \$5,000,000		1,106,400	7	J. & J.	"	1892	74%	
Buff. Erie (Nov. 1, '88):		400,000	7	J. & D.	New York	1870			Columbia & Augusta (Oct. 1, '88):		376,000	7	M. & N.	"	1900	83	
Comp. B'ds (B. & St. Line RR.)		100,000	7	J. & D.	New York	1870			1st Mortgage								
Comp. B'ds (B. & St. Line RR.)		100,000	7	M. & N.	"	1873			Col. Chic. & Ind. Cent. (Apr. 1, '89):		821,000	7	J. & J.	New York	18..	79	
Comp. B'ds (B. & St. Line RR.)		200,000	7	J. & J.	"	1882			2d Mort. (Col. & Ind. Cent. RR.)		1,243,000	7	M. & N.	"	18..		
Comp. B'ds (Erie & N'the RR.)		2,700,000	7	A. & O.	"	1898			Income B'ds (Col. & Ind. Cent. RR.)		400,000	7	A. & O.	"	18..		
Comp. B'ds (Buff. & Erie RR.)									Constru. B'ds (Chic. & Gt. E. RR.)		300,000	7	A. & O.	"	18..		
Buffalo, N. Y. & Erie (Oct. 1, '88):		2,000,000	7	J. & D.	New York	1877	90		Income B'ds (Chic. & Gt. E. RR.)		300,000	7	A. & O.	"	18..		
2d Mortgage		380,000	7	M. & N.	"	1872			Consol. M. Skg F'd for \$15,000,000								

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
Pages 3 and 4 of Bonds will be published next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.					Amount Outstanding	INTEREST.			Principal payable.	FRIDAY.		COMPANIES, AND CHARACTER OF SECURITIES ISSUED.					Amount Outstanding	INTEREST.			Principal payable.	FRIDAY.	
For a full explanation of this Table see "Railroad Monitor" on a preceding page.						Rate.	When paid.	Where paid.		Bid.	Asked.	For a full explanation of this Table see "Railroad Monitor" on a preceding page.						Rate.	When paid.	Where paid.		Bid.	Asked.
Railroads:																							
<i>Dubuque & Sioux City</i> (Jan. 1, '89):					300,000	7	J. & J.	New York	1883	93		<i>Lackawanna & Bloomsburg</i> (Nov. 1, '88):					700,000	7	J. & J.	New York	1875		
1st Mortgage (1st division).....					600,000	7	J. & J.	"	1891			1st Mortgage.....					1,200,000	7	A. & O.	Philadel.	1880		
Construct. Bonds (2d division).....					500,000	7	M. & N.	"	1888			1st Mortgage (extension).....					400,000	7	M. & S.	"	1885		
<i>Dubuque & Southwestern</i> (Jan. 1, '89):					450,000	7	J. & J.	New York	1885			2d Mortgage (extension).....					200,000	7	M. & N.	"	1880		
1st Mortgage.....					100,000	7	J. & J.	"	1885			Income & Dividend Bonds.....					200,000	10	J. & J.	"	1871		
<i>Dutchess & Columbia</i> (Jan. 1, '89):					1,500,000	7	J. & J.	New York	1908			<i>Lake Erie & Buffalo</i> (Jan. 1, '89):					1,500,000	7	J. & J.	New York	1893		
1st Mortgage.....					275,000	5	Q. & J.	Boston	79-74			1st Mortgage.....					500,000	7	J. & J.	New York	1874		
<i>Eastern</i> (Dec. 1, '88):					420,000	5	J. & J.	London	1872			<i>Lake Shore</i> (July 1, '88):					500,000	7	J. & J.	New York	1874	91	96
Mass. State Loan, 1st lien.....					739,300	6	F. & A.	Boston	1874			1st Mort. (C. P. & A. RR.).....					1,000,000	7	A. & O.	"	1880		
Sterling, convertible.....					214,000	6	M. & S.	"	1889			2d Mort. (C. P. & A. RR.).....					2,015,000	7	J. & J.	"	1885	99	100
Dollar, convertible.....					500,000	6	M. & S.	"	1888			1st Mort. (C. & Tol. RR.) s'k & f'd					1,000,000	7	A. & O.	"	1886		
<i>East Pennsylvania</i> (Nov. 1, '88):					206,500	7	A. & O.	Philadel.	1888			Dividend Bonds.....					1,500,000	7				91	92
1st Mortgage, sinking fund.....					1,473,500	6	J. & J.	New York	1892			<i>Lake Sup. & Mississipp</i> (July 1, '89):						7	J. & J.	New York	1896		
<i>East Tenn. & Georgia</i> (July 1, '88):					600,000	6	J. & J.	"	1889			<i>Lawrence</i> (Nov. 1, '88):					360,000	7		Pittsburg	1886	74	75
Tennessee State Loans.....					135,900	7	J. & J.	"	1876			1st Mortgage.....					300,000	7	F. & A.	Philadel.	1897		
Mortgage (old).....					2,199,000	6	J. & J.	New York	1898			<i>Lehigh & Lackawanna</i> (Nov. 1, '88):					1,262,000	6	M. & N.	Philadel.	1873	94½	
Mortgage (new).....					178,000	6	J. & J.	"	1896			1st Mortgage, tax free.....					1,917,000	6	J. & D.	"	1896		
<i>East Tenn. & Virginia</i> (July 1, '88):					2,199,000	6	J. & J.	New York	1898			<i>Lehigh Valley</i> (Nov. 1, '88):					1,262,000	6	M. & N.	Philadel.	1873	94½	
Tennessee State Loans.....					135,900	7	J. & J.	"	1876			1st Mort. (exchange for new).....					1,917,000	6	J. & D.	"	1896		
Tenn. State Endorsed Bonds.....					3,000,000	7	M. & N.	New York	1877	98		1st Mort. (Hazleton RR.).....					149,500	6		"	1893	94	
<i>Erie Railway</i> (Oct. 1, '88):					4,000,000	7	M. & S.	"	1879	96		<i>Little Miami</i> (Dec. 1, '88):					1,489,000	6	M. & N.	New York	1883	82	83
2d Mortgage, convertible.....					6,000,000	7	M. & S.	"	1883	90½	90½	1st Mortgage.....					807,500	7	A. & O.	Philadel.	1877	93	
3d Mortgage.....					4,441,000	7	A. & O.	"	1880	82	82½	<i>Little Schuylkill</i> (Nov. 1, '88):					500,000	6	J. & J.	New York	1875		95
4th Mortgage, convertible.....					925,500	7	J. & D.	"	1888	76½		1st Mortgage, sinking fund.....					175,000	7	F. & A.	"	1890		
5th Mortgage, convertible.....					186,400	7	J. & J.	"	1891			<i>Long Island</i> (Oct. 1, '88):					150,000	6	M. & N.	"	1893		
Buffalo Branch Bonds.....					4,844,444	6	M. & S.	London	1875			1st Mort. (H. Point extension).....					600,000	7	M. & N.	"	1896		
Sterling convertible, \$500,000.....					900,000	7	J. & J.	Philadel.	1882	75	76	1st Mort. (Glen Cove Branch).....					2,116,000	7	J. & J.	New York	1897	85	
<i>Erie & Pittsburgh</i> (Nov. 1, '88):					700,000	7	A. & O.	"	1889	82	82½	<i>Louisv. Ch. & Lexington</i> (July 1, '88):					1,008,000	6	J. & J.	New York	1879-78		
1st Mortgage.....					859,000	7	J. & J.	"	1893	82	82½	1st Mortgage, guaranteed.....					100,000	6	J. & J.	"	1881		
2d Mortgage.....					1,000,000	6	J. & J.	London	1886			<i>Louisville & Frankfort</i> (July 1, '88):					1,424,000	7	J. & J.	New York	79-77	96	98
Consolidated Mortgage.....					350,000	7	J. & J.	New York	1869			1st Mort. (main stem).....					621,000	6	A. & O.	"	1874		
<i>European & N. Amer.</i> (Jan. 1, '99):					700,000	7	M. & N.	"	1869			Louisville Loan (Leb. Br.).....					300,000	6	F. & A.	Bangor	1879		
1st M. d. (Winn to N. B. line, 65 m.)					150,000	7	F. & A.	"	1881			1st Mort. (Memphis Br.).....					27,500	7	M. & N.	"	70-75	94	96
<i>Evansville & Crawford</i> (Sep. 1, '88):					350,000	7	J. & J.	New York	1869			1st Mort. (Bards'own Br.).....					600,000	7	M. & N.	"	84-85	91	92
1st Mortgage of 1882.....					1,000,000	7	J. & J.	New York	1886			1st Mort. (Leb. Br. Ext.).....					2,000,000	7	A. & O.	"	1898		
1st Mortgage of 1884.....					500,000	8		"	1869			Consol. 1st Mort. for \$8,000,000.....					140,000	7	J. & J.	New York	1881		
<i>Full R. & W. & P.</i> (Dec. 1, '88):					1,530,500	7		Provid'ce	18..			<i>Macon & Brunswick</i> (Jan. 1, '89):					1,095,600	6	F. & A.	Boston	70-71		
1st Mortgage.....					1,000,000	7	J. & J.	New York	1886			1st Mort. guar. by Georgia.....					621,000	6	A. & O.	"	1874		
<i>First & Pere Marquet</i> (Jan. 1, '89):					700,000	6	J. & J.	Philadel.	1883			<i>Maine Central</i> (June 1, '89):					800,000	6	F. & A.	Bangor	1879		
1st Mortgage.....					927,000	6	J. & J.	New York	1873			\$1,000,000 Loan (A. & K. RR.).....					307,700	6	J. & D.	Boston	70-71		
<i>Hannibal & St. Joseph</i> (Jan. 18, '89):					1,900,000	7	A. & O.	New York	1881	108½		2d Mort. (P. & K. RR.).....					2,500,000	7	F. & A.	Baltimore	1891	90½	91
Convertible.....					800,000	7	J. & J.	"	1883			1st Mortgage, dollar.....					1,000,000	7	F. & A.	London	1891		
Eight per cent Loan.....					1,000,000	10	J. & J.	"	1872			2d Mortgage.....					2,500,000	7	M. & N.	Baltimore	1896	77	78
Ten per cent Loan.....					500,000	10		"	1869			1st Mort. (Scioto & Heck. RR.).....					300,000	7	M. & N.	"	1896		
Ten per cent Loan.....					500,000	8		"	1869			<i>Memphis & Charleston</i> (July 1, '88):					1,293,000	7	M. & N.	New York	1880		
1st Mort. (Guincy & Falmey RR.).....					1,200,000	10		"	1869			1st Mortgage, convertible.....					1,000,000	7	J. & J.	"	1885		
<i>Hart. Prov. & Fishkill</i> (Jan. 1, '89):					481,000	7	J. & J.	Provid'ce	1876			Tenn. State Loan.....					1,595,530	6	J. & J.	"	1890		
1st Mort. (R. L. 26.32 m.).....					1,571,500	7	J. & J.	Hartford	1876			<i>Memphis & Little Rock</i> (Jan. 1, '89):					1,300,000	8	M. & N.	New York	1880		
1st Mort. (Conn. 96.01 m.).....					500,000	8		"	1869			1st Mort. (on road and land).....					900,000	7		"	1897		
<i>Hempfield</i> (Nov. 1, '88):					500,000	6	J. & J.	Philadel.	18..			Arkansas State Loan.....					312,000	8	M. & S.	New York	1869	130	
1st Mortgage.....					191,000	7	J. & J.	Bridge'rt	1877			<i>Michigan Central</i> (June 1, '89):					2,296,000	8	A. & O.	"	1882	130	131½
2d Mortgage, sinking fund.....					100,000	7	F. & A.	"	1883			1st Mort. Convertible.....					577,000	8	A. & O.	"	1882		
<i>Houston & Texas</i> (Jan. 1, '89):					2,600,000	7	J. & J.	New York	1891			1st Mort. Convertible, sink fund.....					500,000	8	M. & S.	London	1869		
1st Mortgage.....					1,396,000	7	F. & A.	New York	1879	99		1st Mort. Sterling, convertible.....					467,489	6	M. & S.	"	1872		
1st Mortgage.....					110,000	6	F. & A.	"	1869			<i>Michigan S. & N. Ind.</i> (Mar. 1, '89):					6,728,000	7	M. & N.	New York	1887	97	
2d Mortgage, sinking fund.....					2,000,000	7	J. & D.	"	1882	102½		1st Mort. sinking fund.....					2,693,000	7	M. & N.	"	1893	92½	93½
3d Mortgage.....					186,000	7	M. & N.	"	1875			1st Mort. (D. M. & T. RR.).....					924,000	7	F. & A.	"	1876		
<i>Huntingdon & B. Top Mt.</i> (Nov. 1, '88):					416,000	7	A. & O.	Philadel.	1879			<i>Milwaukee & St. Paul</i> (Jan. 1, '89):					5,425,000	7	J. & J.	New York	1893	91½	
2d Mortgage.....					367,500	7	F. & A.	"	1875			1st Mortgage (320 miles).....					1,380,000	7	A. & O.	"	1894		
Mine Mortgage.....					150,000	7	M. & N.	"	1872			2d Mortgage (320 miles).....					726,000	8	M. & N.	"	1874		
Consolidated Mortgage.....					887,045	7	A. & O.	"	1875			1st Mort. (R. Div. Falmey).....					3,730,000	7	J. & J.	"	1897	86	87
<i>Illinois Central</i> (Jan. 1, '89):					3,265,000	7	A. & O.	New York	1875	130	130½	1st Mort. (Iowa & Minn. 220 m.).....					270,000	7		"	1897		
Construction.....					437,500	6	A. & O.	"	1875			1st Mort. (Minn. Central).....					3,455,000	8	F. & A.	New York	1898	101	
Construction.....					2,550,500	6	A. & O.	"	1880			2d Mort. (P. du C. 235 miles).....					736,000	7.3	F. & A.	"	1898	91½	
Redemption.....					2,421,500	6	A. & O.	"	1875			Milwaukee City.....					246,000	7	M. & S.	"	1873		
<i>Indiana, Cinc. & Laf.</i> (Jan. 1, '89):					2,500,000	7	J. & J.	New York	18..	67	68	Milwaukee and Western.....					294,000	7	J. & J.	"	1891		
1st Mortgage.....					500,000	7	A. & O.	"	1888			<i>Mineral Point</i> (Jan. 1, '89):					330,000	10		New York			
1st Mort. (Ind. & Cinc.).....					1,500,000	7		New York	1888			1st Mortgage.....					1,350,000	7	M. & N.	New York	1873		
<i>Indiana, Cinc. & Dan.</i> (May 1, '89):					1,700,000	7	F. & A.	New York	1908			<i>Mississippi Central</i> (Sep. 1, '88):					1,997,000	8	F. & A.	"	1876		
1st Mortgage.....					1,000,000	7	J. & J.	New York	1885			2d Mortgage.....					1,278,260	6	J. & J.	"	1892		

Below we give the sales and price of middling cotton at this market each day of the past week:

	Total sales.	Upland & Florida.	Mobile.	New Orleans.	Texas
Saturday	1,033	33½@	33½@	34 @	34½@
Sunday	437	33½@	33½@	34 @	34½@
Tuesday	2,961	33½@	34 @	34½@	34½@
Wednesday	2,778	34 @	34½@	34½@	34½@
Thursday	2,543	34½@	34½@	35 @	35½@
Friday	1,734	35 @	35½@	35½@	35½@

THE GROWING CROP.—We have received reports the past week from almost every section of the cotton-growing States. Taken together they may be said to fully confirm the favorable accounts we have heretofore published, furnishing as they do excellent promise of a yield considerably in excess of the season just closing. At the same time there are increasing evidences of the appearance of the caterpillar throughout a large portion of the South; but we have been unable to learn that any decided damage has as yet been done by them. The strong, healthy, woody condition of the plant has thus far held them in check, and, as we have frequently explained in this report, unless we have wet weather little injury from them need be feared. In some sections, also, where the land has been high'y manured, we continue to receive reports of blight, the result of long-continued drought. The districts so affected are, however, limited in extent, and in the principal ones further injury has been prevented by timely showers.

Much has been said with regard to the picking capacity of the South. We took occasion early in the season (May 1) to show that its extent depended as much upon the development of the plant as upon the number of laborers. We then stated that probably four million bales could be as easily and quickly picked, if it opened evenly, as three million bales if it opened "scattered." The present healthy development of the plant is therefore of very great importance as affecting the total yield. So, too, the high prices ruling will increase the picking power of the South, as they will enable the planter to give fabulous wages during that period, thus tempting even the laziest man, woman or child into the fields, although during the previous portion of the season they may have refused to work. One other consideration on this point is also important, and that is that picking has begun as early as last summer, the time lost through wet cold weather in the fore part of the year having been made good. We thus see that the season for the ingathering of the crop begins under circumstances of great promise: the plant is well developed and healthy; it is as early as last year; and prices are so high that without doubt all the labor of the South will be drawn into the fields. If we also have a late autumn the result, in case no disaster in the meantime befalls the plant, cannot fail to be satisfactory.

RECEIPTS AND EXPORTS.—The receipts this week reach a total of 1,600 bales. Probably there will be something of an increase next week, and after that we expect to see them grow larger rapidly. If the reports with regard to the plant continue favorable the arrivals during September and October should be considerably in excess of last year and as our mills are, for the season, well stocked, and goods are not selling at remunerative prices, the balance for export will be larger than at that period. Last year the receipts and exports up to the first of December were about as follows:

1868.	Recp's.	Exp's.	1868.	Recp's.	Exp's.
Week ending Sept. 4.	4,200	2,500	Week ending Oct. 23.	57,600	14,600
" " 11.	11,400	1,400	" " 30.	66,600	30,121
" " 18.	19,700	2,079	" " Nov. 6.	74,000	36,000
" " 25.	19,300	4,700	" " 13.	73,000	45,300
" " Oct. 2.	31,600	8,655	" " 20.	73,100	50,000
" " 9.	44,100	8,900	" " 27.	77,000	51,000
" " 16.	52,300	10,700			

On the first of December stocks reached 215,000 bales. This year the receipts for the three months must be, if the crop turns out satisfactorily, at least twenty-five per cent more than the above.

The exports of cotton this week from New York show an increase from last week, the total reaching 3,907 bales, against 2,577 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1868; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1868

EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
	July 27.	Aug. 3.	Aug. 10.	Aug. 17.		
Liverpool.....	143	1,169	1,879	3,735	239,239	281,362
Other British Ports.....	....	....	....	....	3,070	7,359
Total to Gt. Britain.	143	....	1,879	3,735	242,309	288,621
Havre.....	7	....	524	182	20,681	25,913
Other French ports.....	....	....	....	....	....	203
Total French.	7	....	524	182	20,681	26,116
Bremen and Hanover.....	....	....	6	....	33,399	39,488
Hamburg.....	....	....	163	....	21,308	11,614
Other ports.....	....	....	....	....	1,375	6,832
Total to N. Europe.	....	....	174	....	55,082	50,934
Spain, Oporto and Gibraltar & All others.....	....	....	....	....	2,438	2,172
Total Spain, etc.	....	....	....	....	2,438	2,172
Grand Total	150	1,169	2,577	3,907	323,111	371,109

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1868:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.	681	123,297	955	72,335	....	6,799	....	1,587
Texas.	25	41,063	1,856	19,669	....	....	....	298
Savannah.	123	141,933	....	2,656	43	16,781	30	15,716
Mobile.	....	17,599	....	6,751	....	383	....	50
Florida.	296	106,311	....	6,080	....	10,302	....	19,075
South Carolina.	14	27,789	....	152	....	1,813	42	2,422
Virginia.	15	70,763	8	25,701	....	....	28	23,381
North'm Ports.	15	12,640	311	75,455	....	....	....	119
Tennessee, &c.	235	102,810	18	36,105	69	22,077	268	28,700
Foreign.	....	1,031	....	913	....	....	....	22
Total this year.	1,394	655,741	3,198	245,879	112	57,505	368	81,376
Total last year.	1,540	633,633	618	228,101	48	53,750	358	80,738

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 5,828 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests only up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—	Total bales.
New York—To Liverpool, per steamers Russia, 6... Nevada, 1,746... Antarctic, 404... Palmyra, 125... Erin, 624... City of Antwerp 384	3,735
per ship Cynosure, 436...	132
To Havre, per bark Village Queen, 182	1,921
NEW ORLEANS—To Havre, per ship Forest Eagle, 1,921	1,921

Total exports of cotton from the United States this week bales. 5,828

The particulars of these shipments arranged in our usual form, are as follows:

	Liverpool.	Havre.	Total.
New York.....	3,725	182	3,907
New Orleans.....	....	1,921	1,921
Total	3,725	2,103	5,828

BY TELEGRAPH FROM LIVERPOOL.

LIVERPOOL, August 20—4:30 P. M.—The market has ruled active, with sales reaching 18,500 bales, including 8,000 bales for speculation and export. The sales of the week have been 111,000 bales, of which 18,000 were taken for export and 30,000 for speculation. The stock in port and on shipboard is estimated at 225,000 bales, of which 105,000 are American. The stock of cotton at sea bound to this port is estimated at 650,000 bales, of which 20,000 are American.

For the convenience of our readers we give the following, showing the sales and stocks at and afloat for Liverpool each of the last four weeks:

	Aug. 20.	Aug. 13.	Aug. 6.	July 30.
Total sales.....	111,000	75,000	87,000	101,000
Sales for export.....	15,000	16,000	16,000	15,000
Sales on speculation.....	30,000	10,000	15,000	18,000
Total stock.....	228,000	250,000	277,000	315,000
Stock of American.....	105,000	123,000	150,000	167,000
Total afloat.....	650,000	678,000	667,000	650,000
American afloat.....	28,000	19,000	20,000	28,000

Trade Report.—Yarns and fabrics at Manchester are firmer at better prices. The following table will show the daily closing prices of the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Midd. Upland.....	13½@	14@	13½@	13½@	13½@	13½@
" Orleans.....	13½@	13½@	13½@	13½@	13½@	13½@
" Up. to arrive.....	....	....	....	....	....	....

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 132½ and 134½, and the close to-night was 132½. Foreign Exchange closed active and firmer, the decline in gold having induced importers to enter the market leading drawers have advanced their rates ½ per cent. The closing figures are: 109½@109½ for London prime bankers' 60 days, 110½@110½ for prime bankers' 3 days, and 109½@109½ for London prime commercial. Freights closed at ½d by steam, and 3-16d by sail to Liverpool.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of Aug. 7, states:

LIVERPOOL, August 7.—Cotton has been in good demand during the week, and the upward movement in prices has made further progress. Sea Island cotton has risen 1d; American ½d; Brazilian ½d; Egyptian, ½d to ¾d, and East India ½d to ¾d per lb. The total sales of the week amount to 86,860 bales, of which 14,680 bales are on speculation, 16,380 bales are declared for export, leaving 55,800 bales to the trade. The transactions "to arrive" have again been large. The latest quotations are—New Orleans, basis of middling, at sea 13½d; Parasia, basis of fair, ship named, 13d; Santos, basis of fair, at sea, 13d; Broach, fair new Merchants, March and early April sailing, 10½d; Dhollerah, fair new merchants, May sailing, 10½d; April, May and June sailing, 10 11-16d; May and June, 10½d; Ommrawuttee, fair new merchants, April sailing, 10½d; March and April sailing, 10 11-16d; May and June sailing, 10½d; Comptah, fair new, June sailing, 9½d; April, 10d; good fair merchants, June sailing, 10½d; fair and good fair new, May sailing, 10½d; Hingenghaut, good fair, June sailing, 11½; good fair merchants, April, 11½d; Bengal, fair new merchants, April sailing 9½d; fully fair, April sailing, 9½d per lb.

The following are the prices of American cotton:

Description.	—Ord. & Mid.—		—Fair &—		—G'd &—		—Same date 1868—	
	Ord.	Mid.	Ord.	Mid.	Ord.	Mid.	Fair.	Good.
Sea Island.....	23	26	28	30	33	35	22	30
Stained.....	9	11	12	14	16	18	13	17
Upland.....	10½	11½	12½	13½	14½	15½	9½	11
Mobile.....	1½	19	12½	13½	14½	15½	9½	11
New Orleans.....	10½	11½	12½	13½	14½	15½	9½	11
Texas.....	10½	11½	12½	13½	14½	15½	9½	11

The following are the prices of middling qualities of cotton at this date and since 1866:

Imports of Leading Articles.

The following table, compiled from Custom House returns, show the foreign imports of certain leading articles of commerce at this port for the last week, since Jan. 1, 1869, and for the corresponding period in 1868:

[The quantity is given in packages when not otherwise specified.]

	For the week.	Since Jan. 1, 1869.	Same time 1868.		For the week.	Since Jan. 1, 1869.	Same time 1868.
China, Glass and Earthenware	310	7,259	5,112	Metals, &c—			
China	541	97,786	30,419	Cutlery	48	2,620	2,281
Earthenware	292	345,501	217,983	Hardware	87	5,038	3,540
Glass	697	11,098	18,520	Iron, Rte bars	13,914	560,788	422,540
Glassware	8	5,978	4,267	Lead, pigs	4,701	348,547	266,094
Buttons	1,274	3,869	4,722	Spelter, lbs.	8,427,678	3,925,574	3,554,881
Coal, tons	1,448	71,669	41,482	Steel	1,293	101,172	132,567
Cocoa, bags	673	14,922	13,000	Tin boxes	10,167	820,519	654,281
Coffee, bags	50,842	727,938	710,654	Tin slabs, lbs.	17,422	2,494,579	3,535,921
Cotton bales	90	2,044	619	Rags	3,260	72,870	80,189
Drugs, &c—				Sugar, hnds, tcs & bbls	5,729	311,789	342,283
Bark, Peruvian	455	18,177	8,048	Sugars, boxes & bags	1,845	557,866	384,798
Bile powders	150	19,379	19,119	Tea	12,241	700,195	657,616
Brimstone, tons	455	11,709	5,220	Tobacco	812	23,381	22,254
Cochineal	83	4,178	3,892	Waste	59	1,623	607
Cream Tartar	40	1,338	981	Wines, &c—			
Gambier	23,311	12,403	12,403	Champagne, bks	769	74,577	51,063
Gums, crude	15	25	456	Cider	944	13,353	187,002
Gum, Arabic	22	1,309	1,522	Wool, bales	867	57,076	16,812
Indigo	391	4,524	2,918	Articles reported by value—	\$6,871	\$326,405	\$546,706
Madder	90	5,185	7,481	Casida	2,252	177,950	86,989
Oil, essence	15	25	456	Ginger	199,555	144,846	138,294
Oil, Olive	641	38,972	31,329	Pepper	138,294	6,260	
Opium	430	97	97	Saltpetre	7,196	140,783	
Soda, bi-carb.	500	58,443	79,689	Cork	61,198	98,281	
Soda, sal.	167	24,064	31,794	Fustic	810,224	173,287	
Soda, ash	478	25,078	28,764	Logwood	73,544	65,969	
Flax	20	1,361	1,078	Mahogany			
Furs	123	4,101	5,904				
Hemp, bales	710	8,814	8,198				
Hides, &c—	67	62,274	85,053				
Hides, dressed	62	1,094	689				
India rubber	559	26,069	20,428				
Ivory	1	1,056	1,049				
Jewelry, &c—	56	1,580	1,478				
Watches	14	681	709				
Linseed	22,941	391,126	270,731				
Molasses	1,368	197,510	135,510				

COTTON.

FRIDAY, P. M., August 20, 1869.

By special telegrams received by us to-night from each of the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, August 20. From the figures thus obtained it appears that the total receipts for the seven days have reached 1,361 bales, (against 1,753 bales last week, 1,441 bales the previous week, and 1,691 bales three weeks since,) making the aggregate receipts since September 1, 1868, up to this date, 2,336,168 bales (of which 241,000 bales are overland shipments direct to the mills), against 2,444,837 bales (of which 260,000 bales are overland shipments), for the same period in 1867, being an excess last season over this season of 108,669 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1868 are as follows:

Received this week at—	1869.	1868.	Received this week at—	1869.	1868.
New Orleans	229	149	Florida	18	21
Mobile	40	43	North Carolina	151	26
Charleston	128	170			
Savannah	89	363			
Texas	66	117	Total receipts	1,361	1,002
Tennessee, &c	640	133	Increase this year	359	

The exports for the week ending this evening reach a total of 3,632 bales, of which 2,882 bales were to Great Britain, and 750 bales to the Continent, while the stocks at all the ports as made up this evening, are now 17,753 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us by our own correspondents at the various ports to-night:

Week ending	Exported to—	Total	Same week	Stock	1868.
	G't Britain.	Cont'n't.	this week.	1869.	1868.
New Orleans	1,431	2,977			
Mobile	1,042	2,345			
Charleston	203	3,301			
Savannah	249	810			
Texas	161	21			
New York	2,882	750	3,632	31	7,904
Other ports	7,079				14,170
Total	2,882	750	3,632	81	17,758

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 3,601 bales, while the stocks to-night are 29,422 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports since Sept. 1, according to the latest mail returns. We do not include our telegrams to-night, as

we cannot insure the accuracy or obtain the detail necessary by telegraph.

Receipts and Exports of Cotton (bales) since Sept. 1 and Stocks at Dates Mentioned.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Ship- ments to Nor. Ports.	Stock
	1868.	1867.	Great Britain	France	Other Foreign	Total.		
New Orleans	794,972	587,121	342,736	165,282	112,008	620,021	219,516	1,449
Mobile	296,520	387,191	187,250	16,138	9,387	163,021	61,415	371
Charleston	199,987	240,416	53,753		3,056	56,409	144,538	505
Savannah	387,368	491,367	154,794	26,129	12,240	165,173	194,072	184
Texas	144,987	109,702	57,582		22,629	80,211	63,259	212
New York	104,443	106,222	242,309	20,081	60,121	825,111		7,604
Florida	15,865	30,264			229	7,788		
North Carolina	35,599	38,531				35,599		
Virginia	158,205	166,184	6,282			6,282	151,991	79
Other ports *	298,815	521,154	12,556		10,844	25,400		7,000
Total this year.....	2,856,451		985,512	222,454	280,440	1,488,306	878,426	17,404
Total last year.....		3,419,976	1,223,754	198,183	224,099	1,645,966	788,010	49,756

* Under this head we have added the overland shipments direct to manufacturers to April 30, as follows: for the present year 241,000 bales, and for last year 260,000 bales.

The course of foreign spinners in entering the Liverpool market and buying largely in excess of immediate wants has resulted the past week in a decided advance in prices here, culminating yesterday in considerable excitement and a withdrawal of much of the very small stock previously offered. Private advices by cable to-night, however, indicate that the fever has probably turned, and when the moment of reflection really comes, we anticipate dull times at Liverpool, while Manchester takings will be small, supplying a large part of their diminished consumption from their stock, which is now large. Shippers have been able during the week to do very little here (notwithstanding the higher prices and excitement at Liverpool) on account of the decided fall in gold, the difficulty of negotiating exchange, and the upward turn in our market, low grades having advanced fully 2½c since our last report. Spinners have bought of the high grades, which are more freely offered, to supply immediate necessities. On Saturday and Monday the market was quiet. The former day ordinary and good ordinary advanced ¼c, but for the better grades there was no change in price. Tuesday the market was more active, spinners being the main purchasers, and all grades advanced ¼c. Wednesday there was a further advance of ½c on the low grades and ¼c on middling, and the market was excited. Thursday ordinary and good ordinary advanced 1c, and the better grades ½c, and many of the samples were withdrawn by holders so that it was impossible to fill orders. To-day the market is quiet and so closes with an advance of ½ cent on all grades. For forward delivery there has been an active demand and prices have advanced, but the close is heavy. Sales have reached about 11,675 bales (all low middling, or on the basis of low middling), of which 100 bales were for July, at 32½c; 200 bales for September on private terms; 200 bales for September at 31c; 100 bales for September at 32½c; 550 bales for October on private terms; 100 bales for October at 29c; 50 bales for October at 29½c; 100 bales for October at 29½c; 125 bales for October at 29½c; 200 bales for October at 30c; 50 bales for November at 28c; 100 bales for November at 28½c; 1,000 bales for December on private terms; 500 bales for December at 27½c; 900 bales for December at 27½c; 400 bales for December at 27½c; 1,550 bales for December at 28c; 300 bales for December at 28½c; 100 bales for December and January on private terms; 100 bales same months at 27½c; 350 bales for January on private terms; 150 bales for January at 26½c; 250 bales for January at 26½c; 1,100 bales for January at 27c; 50 bales for January at 27½c; 400 bales for February at 27c; 100 bales for February at 27½c; 400 bales for December free on board at Savannah at 26½c; 200 bales same at 27c; 100 bales free on board at New Orleans at 27½c; 1,100 bales November and December free on board at Savannah and New Orleans on private terms; 200 bales December and January free on board at Savannah at 27½c; 200 bales December and January (half each month) free on board at Mobile at 27½c; 200 bales same for December at 27½c; 75 bales for October and same for November deliverable in Baltimore on private terms. The total sales for immediate delivery this week foot up 11,456 bales (including 347 bales to arrive), of which 7,281 bales were taken by spinners, 2,552 bales on speculation, 1,623 bales for export, and the following are the closing quotations:

	Upland & Florida.	Mobile.	New Orleans.	Texas.
Ordinary	30½c	31½c	31½c	31½c
Good Ordinary	32½c	33½c	33½c	33½c
Low Middling	34½c	35½c	35½c	35½c
Middling	36½c	37½c	37½c	37½c

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 20.

The season has arrived when business should improve, and there has been generally more doing, but complaints of dulness are still frequent, and, in the aggregate, the state of trade is far from satisfactory. Apprehensions of an unfavorable turn to the money market are still prevalent, and deter buyers from taking more than is called for by their immediate wants.

Cotton has advanced on favorable foreign news. Breadstuffs have declined, except for Corn. Groceries have been fairly active and steady; the business in Coffee being quite large. Tobacco has been in good demand.

Hides have been doing better for foreign in gold, but domestic have sold at lower currency prices. Leather about steady, and more active.

Naval Stores, after some depression, close rather better on the decline in ocean freights.

Oils have not been active, but in some cases have done a shade better.

Petroleum has been depressed, notwithstanding the advance abroad, but the close is rather more active.

Whiskey has materially advanced. Tallow has declined, leading to more business. Hops are decidedly lower, under dull advices from abroad and favorable reports from the crop; 12c is a top price for the growth of 1868. Hay is dull and unsettled.

Provisions have been dull but generally firm, though the close is rather weak. Purchases of Lard were made at the first of the week for early future delivery, at 20c for prime steam, but at the close there were free sellers at this price. Bacon held firmer, but quiet; City ice-cured, 17@17½c. Beef is dull. Butter somewhat irregular, closing heavy. Cheese in reduced supply and held firmer, which checks business.

Metals show a fair business, with prices tending slightly upward, except for Spelter.

East India goods are firm, with Manila Hemp advanced to 13c, gold.

Wool is in moderate demand, and with receipts materially reduced, holders show more firmness.

Freights have been less active and rates show some decline. The Liverpool steamers took wheat to-day at 9½d, against 10½d early in the week; but sailing vessels are still not plenty.

Receipts of Domestic Produce for the Week and since Jan. 1.

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1868, have been as follows:

	This week.	Since Jan. 1.	Same time '68.		This week.	Since Jan. 1.	Same time '68.
Ashes...pkgs.	67	6,367	4,110	Spirits turpen-	3,175	44,964	40,787
Breadstuffs—				time.....	10,418	946,595	281,232
Flour...bbls.	80,402	1,628,133	770,487	Rosin.....	426	60,071	22,693
Wheat...bush.	466,193	10,173,100	4,435,038	Tar.....	749	8,603	7,190
Corn.....	192,187	5,812,61	2,465,817	Pitch.....	240	69,996	42,190
Oats.....	213,316	8,347,282	13,127,486	Oil cake, pkgs.	25	8,610	7,472
Rye.....	2,166	252,550	196,093	Oil, lard.....	14,035	527,891	425,529
Malt.....	2,732	286,591	394,074	Oil, petroleum	591	59,954	25,024
Barley.....	81,734	4,944,438	4,944,438	Peanuts, bags.	191	59,954	25,024
Grass seed..	94	7,654	74,439	Provisions—			
Flax seed..	2,613	7,110	7,110	Butter, pkgs.	11,775	411,206	261,528
Beans.....	60	75,918	26,961	Cheese.....	48,446	619,503	104,278
Pean.....	27,400	220,517	217,564	Meat.....	492	68,210	65,137
C. meal, bbls.	8,711	62,297	102,426	Eggs.....	3,536	184,596	159,394
Buckw't & B.W. flr pkgs.	403	183,403	217,564	Pork.....	132	64,729	99,277
Cotton, bales.	1,936	470,238	384,939	Beef, pkgs.	191	48,408	85,509
Copper, bbls.	590	9,009	12,112	Lard, pkgs.	1,544	59,779	69,565
Plaster, pkgs.	89	20,377	5,314	Lard, kegs.	100	7,230	10,794
Dr'd fruit, pkgs.	170	6,362	13,423	Rice, pkgs.	278	13,850	8,177
Grease, pkgs.	31	2,732	8,363	Starch.....	8,184	182,445	105,249
Hemp...bales.	28	2,765	556	Sugar, hds and	149	7,041	8,722
Hides...No.	2,128	73,832	345,140	bbls.....	186	6,425	2,076
Hops.....	1,207	52,574	4,066	Tallow, pkgs.	1,183	73,018	58,363
Leather, bbls.	72,289	1,814,833	803,574	Tobacco, pkgs.	2,474	107,738	15,509
Lead...pkgs.	1,999	3,269	3,269	Tobacco, hds.	54,561	14,426	14,426
Molasses, bbls.	19,001	10,003	10,003	Whiskey, bbls.	2,474	107,738	15,509
Naval Stores—				Wool, bales	54,561	14,426	14,426
Cr. turpen-	806	11,370	6,283	Dressed hogs No.	2,474	107,738	15,509
time...bbl				Rice, rough buns	2,474	107,738	15,509

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles of commerce from the port of New York since January 1, 1869. The export of each article to the several ports for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given.

	Total since same time Jan. 1, 1869.	Port.	1869.	1868.
Breadstuffs—				
Flour...bbls.	80,402	36,887	556,968	556,968
Wheat...bush.	466,193	9,009	840,688	840,688
Corn.....	192,187	241	95,771	187,072
Oats.....	213,316	241	83,343	8,140,716
Rye.....	2,166	25,003	101,712	182,968
Malt.....	2,732	25,003	101,712	182,968
Barley.....	81,734	25,003	101,712	182,968
Grass seed..	94	25,003	101,712	182,968
Flax seed..	2,613	25,003	101,712	182,968
Beans.....	60	25,003	101,712	182,968
Pean.....	27,400	25,003	101,712	182,968
C. meal, bbls.	8,711	25,003	101,712	182,968
Buckw't & B.W. flr pkgs.	403	25,003	101,712	182,968
Cotton, bales.	1,936	25,003	101,712	182,968
Copper, bbls.	590	25,003	101,712	182,968
Plaster, pkgs.	89	25,003	101,712	182,968
Dr'd fruit, pkgs.	170	25,003	101,712	182,968
Grease, pkgs.	31	25,003	101,712	182,968
Hemp...bales.	28	25,003	101,712	182,968
Hides...No.	2,128	25,003	101,712	182,968
Hops.....	1,207	25,003	101,712	182,968
Leather, bbls.	72,289	25,003	101,712	182,968
Lead...pkgs.	1,999	25,003	101,712	182,968
Molasses, bbls.	19,001	25,003	101,712	182,968
Naval Stores—				
Cr. turpen-	806	25,003	101,712	182,968
time...bbl				
Others, Amer'n.	5,322	5,322	5,322	5,322
Guiana, Brazil.	69,439	69,439	69,439	69,439
British.	5,072	5,072	5,072	5,072
Vene.	12,365	12,365	12,365	12,365
New Granada.	6,243	6,243	6,243	6,243
Indies.	3,078	3,078	3,078	3,078
Other W. Mex.	171,454	171,454	171,454	171,454
Cuba, Hayti.	80,373	80,373	80,373	80,373
Colombia.	10,087	10,087	10,087	10,087
Other W. Mex.	171,454	171,454	171,454	171,454
Indies.	80,373	80,373	80,373	80,373
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Colombia.	10,087	10,087	10,087	10,087
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Other W. Mex.	171,454	171,454	171,454	171,454
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Colombia.	10,087	10,087	10,087	10,087
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Indies.	80,373	80,373	80,373	80,373
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Colombia.	10,087	10,087	10,087	10,087
Other W. Mex.	171,454	171,454	171,454	171,454
Indies.	80,373	80,373	80,373	80,373</

	1866.	1867.	1868.	1869.		1866.	1867.	1868.	1869.
Mid. Sea Island	2nd.	17d.	22d.	26d.	Mid. Pernamb	16½d.	16½d.	9½d.	13½d.
Upland...	13½	10½	9½	12½	Egyptian...	7½	6½	6½	9½
Mobile...	13½	10½	9½	12½	Broach...	7½	6½	6½	9½
Orleans...	14½	10½	9½	13½	Dhollerah	7½	6½	6½	9½

Annexed is a statement showing the stocks of cotton in Liverpool and London, and also the stocks of American and Indian produce ascertained to be afloat to those ports:

	1868.	1869.
Stock in Liverpool	Bales 580,630	276,580
London	44,336	30,830
American cotton afloat	8,000	20,000
Indian	840,550	773,661
Total	1,473,578	1,109,421

Since the commencement of the year the transactions on speculation and for export have been to the following extent:

	Actual export from Liverpool, Hull and other outports to this date—	Actual export from U. K. to this date—
	1869.	1868.
American	140,240	27,490
Brazilian	27,490	61,760
Egyptian, &c.	47,180	6,070
West Indian	15,770	7,377
East Indian	1,220	31,783
	302,450	42,410
Total	388,590	404,150

ALEXANDRIA, July 23.—The holders of cotton are very firm, and no tendency to lower prices is apparent. Fair is quoted at 13½d to 13½d, and good fair 13½d to 14d per lb, cost and freight. Annexed are the particulars of shipments:

	From—	G. Britain,	Continent,	Total.
Nov. 1, 1868, to July 23, 1869	bales.	153,541	35,460	192,001
Same period 1867-8		163,471	43,229	208,730
" " 1866-7		153,179	33,203	192,387
" " 1865-6		136,183	28,098	164,518
" " 1864-5		249,514	51,172	300,716

TOBACCO.

FRIDAY, P. M., August 20, 1869.

There is an increase in the exports of crude Tobacco this week, the total from all the ports reaching 5,886 hhds., 290 cases, 247 bales, and 18 tierces; against 3,351 hhds, 264 cases, 1,083 bales, and 12 tierces for the previous seven days. Of these exports for this week, 3,670 hhds., 133 cases, 160 bales and 8 tcs. were from New York, 1,363 hhds. and 135 cases from Baltimore, 4 hhds., 16 cases, 35 bales and 10 tcs. from Boston, 848 hhds. and 52 cases from New Orleans, and 6 cases from San Francisco. The direction of the shipments of hhds. was as follows: To Bremen, 1,610 hhds.; to Alicante, 738; to Liverpool, 607; to Leghorn, 1,404; to London, 265; to Glasgow, 74; to Cadiz, 476; to Antwerp, 130; to Havre, 260, and the balance to different ports. During the same period the exports of manufactured tobacco reached 129,193 lbs., of which 15,600 lbs were to Liverpool. The full particulars of the week's shipments from all the ports were as follows:

	Exp'd this week from	Hhds.	Cases.	Bales.	Tcs.	Hhds.	Pkgs.	Man'd.
New York	3,670	133	160	8	10	129,193		
Baltimore	1,363	135	10	110				
Boston	4	16	35	10				
Philadelphia	1							6,751
New Orleans	848		52					
Portland								
San Francisco	6							2
Total	5,886	290	247	18	12	129,193		
Total last week	3,351	264	1,083	12	211	30,951		
Total previous week	6,367	694	1,305	8	64	238,409		

Below we give our usual table showing the total export of Tobacco from all the ports of the United States, and their direction, since November 1, 1868:

Exports of Tobacco from the United States since November 1, 1868.

To	Hhds.	Cases.	Bales.	Cor's	Stems.	Pkgs.	Man'd.
Great Britain	19,406	1,815	668	523	1,943	1,752,448	
Germany	28,803	15,432	13,799	762	2,035	494	1,072,826
Belgium	4,205	243	109	143			44,696
Holland	8,027	600	100	1	729	104	12,235
Denmark	488	277	151				
Italy	8,085	122				12	6,346
France	12,622	316					5,955
Spain, Gibraltar, &c.	17,110	1,184	355		14	198	148,379
Mediterranean							
Austria	90						
Africa, &c.	1,043	300	89			85	16,316
China, India, &c.	23	816				46	35,385
Australia, &c.	1	203	2	34		48	1,503,638
B. N. Am. Prov.	125	490	860			2,147	337,908
South America	314	1,024	3,292			2,422	117,890
West Indies	940	573	3,275	17		2,034	430,053
East Indies		261					1
Mexico		73	125			43	6,944
Honolulu, &c.		235				43	
All others	401	417	1,512	13		1,013	739
Total since Nov 1	105,446	22,659	23,751	1,449	2,778	10,827	4,614,571

The following table indicates the ports from which the above exports have been shipped:

From	Hhds.	Cases.	Bales.	Cor's.	Stems.	Bxs.	Lbs.
New York	52,014	30,403	20,183	1,259	53	5,743	4,333,493
Baltimore	33,938	251	626	93	2,730	364	21,687
Boston	1,016	1,128	2,401	80		4,271	145,870
Philadelphia							57,745
New Orleans	18,045	2	631			370	
San Francisco		825	60			12	
Virginia	882			47			2,030
Portland		15				89	3,850
Total since Nov 1	105,446	22,659	23,751	1,449	2,778	10,827	4,614,571

The market for Tobacco the past week has been fairly active, with prices a shade easier.

Kentucky Leaf is held by manufacturers for an advance, owing to the drought in Virginia, and the prevalence of heavy rains following a period of dry weather in the West, both extremes being quite unfavorable for the crop. But the firmer views checked the business for export, and of the 1,400 hhds sold during the past week fully one-half was for home consumption. Prices ranged from 7½c to 15c for lugs to prime leaf. Shippers assert that as yet no serious damage has been done to the new crop; that the prospect for the balance of the season is good and that present prices are very high.

Seed Leaf is very dull; buyers resolutely refuse to meet the views of sellers, and the transactions of the week were: 150 cases new State, 50 do new Connecticut wrappers, and about 200 bales of various growths in small lots to the trade, all on private terms.

Spanish Tobacco continues to move freely; the sales for the week amount to 800 bales Havana at 24½@45c, gold, in bond, and \$1 00@1 10, currency, duty paid.

Manufactured Tobacco is in brisk demand and buoyant. The receipts of tobacco at New York this week, and since Nov. 1 have been as follows:

	Receipts at New York since November 1, 1868.	Previously—	This week—	Previously—	This week—
From	hhd.	pkgs.	hhd.	pkgs.	hhd.
Virginia	199	2,851	6,431	24,019	7,130
Baltimore		29	1,331	3,116	1,330
New Orleans			336	461	336
Ohio, &c.	896	289	58,982	25,567	59,878
Other			351	556	351
Total	1,095	3,179	67,930	34,019	69,035

The following are the exports of tobacco from New York for the past week:

	Hhds.	Cases.	Bales.	Tierces.	Pkgs.	Man'd.
Liverpool	568			8		115,600
London	265					
Glasgow	74					
Antwerp	130					
Bremen	351	133	140			
Cadiz	476					
Leghorn	816					
Alicante	738					
Valencia	301					
Danish West Indies	1					
British N. A. colonies						4,769
British West Indies		15				2,126
French West Indies	2					
Venezuela	5	20				
Argentine Republic					10	
Total	3,670	133	160	8	10	124,435

* The exports in this table to European ports are made up from manifests, verified and corrected by an inspection of the cargo.

The direction of the foreign exports for the week, from the other ports, has been as follows:

From Baltimore—To Liverpool 99 hhds.... To Bremen 1,229 hhds.... To Mon-
rovia and Buenos 156 cases.... To Demerara 5 hhds.
From Boston—To other foreign 4 hhds, 16 cases, 35 bales, 10 tierces and 110
boxes.
From Philadelphia—To Barbadoes 4,800 lbs manu'd.... To Demerara 1,958
lbs do.... To Kingston 2,390 lbs leaf.
From New Orleans—To Leghorn 588 hhds.... To Havre 260 hhds.... To Mata-
moros 52 bales.
From San Francisco—To Mexico ports 2 pkgs.... To Victoria 6 cases.

BREADSTUFFS.

FRIDAY, August 20, 1869, P. M.

The market the past week has been dull and depressed for flour and wheat; firmer for corn; with much irregularity and activity in oats.

Flour had come forward more freely and been strongly pressed for sale, under which prime brands of shipping extra State have declined from \$7 30@7 50 to \$7@7 10, and the common grades of Western from Winter wheat are fully 25c lower. The demand from the trade is materially reduced, while the shipping demand has not been more than half as large as last week. Receivers, however, are not willing to store, it being obviously for the interest of all concerned to sell on arrival from wharf.

Wheat has been but moderately active, and, under a marked decline in Liverpool, prices are fully 10c lower on the week, although shippers have been favored by a decline in

COFFEE.

The telegram of Messrs Wright & Co was received early in the present week, and though the reported shipments to, and amount loading for the United States are larger, the dispatch is on the whole interpreted favorably to holders. The business in Rio has been unusually active, and we note a more extensive and general movement in other kinds of coffee than we have recorded for some time previous. The improved demand has strengthened the tone of the market for all descriptions, and our quotations, though unchanged, are very firmly held. Sales include 32,248 bags of Rio; 1,520 bags of Laguayra; 1,996 do Savanilla; 2,000 mats of Java; 1,184 bags of Ceylon; 794 do Costa Rica, and 200 do Maracaibo.

Imports of the week have been small, including only 4,100 bags of Rio per "Natalie" and 2,744 do from wreck of steamer "Mississippi," and 6,743 bags of Ceylon per "Lady Turner."

The stock of Rio Aug. 19, and imports since Jan. 1, are as follows:

In Bags.	New York.	Philadel.	Baltimore.	New Orleans.	Savannah.	Galveston.	Total.
Stock.	104,539	23,709	12,500	2,000	.....	.....	*114,899
Same date 1885.	163,403	10,011	51,101	9,000	1,000	.....	235,003
Imports.	492,361	8,200	189,113	71,068	19,666	2,800	786,910
" in 1885.	453,287	9,536	178,749	56,071	9,711	2,800	690,354

* Including Boston, 2,500.

Of other sorts the stock at New York Aug. 19 and the imports at the several ports since Jan. 1 were as follows:

In bags.	New York.	Boston.	Philadel.	Balt.	N. Orleans.	Total.
Stock.	1,280	42,013	17,375	.....	.....	.....
Imports.	4,834	13,396	.....	.....	.....	.....
Same date 1885.	15,573	17,109	943	.....	.....	.....
Imports.	8,533	48,172	.....	.....	.....	.....
Same date 1885.	4,783	19,542	.....	.....	.....	.....
Imports.	55,005	7,383	.....	.....	.....	.....
Same date 1885.	8,441	13,537	1,163	1,254	550	1,246
Imports.	36,241	203,212	40,235	18,500	550	1,946
Same date 1885.	30,859	209,218	41,361	19,233	1,267	271,291

* Includes mats, &c., reduced to bags. † Also 68,269 mats.

SUGAR.

The market for raw sugar has been uniformly active throughout the week, and has strengthened somewhat in tone, some grades have improved $\frac{1}{2}$, at which they are steadily held at the close. Both refiners and the trade have purchased with considerable liberality, and the gradual decrease of the stock which is taking place, has been an element of firmness in the position of affairs; while the lower sales of gold have apparently exerted no unfavorable influence. In refined sugars the market has been firmer, though not noticeably active. Prices are $\frac{1}{2}$ better. The sales comprise 6,492 hds of Cuba; 294 do Porto Rico; 175 do St. Croix; 296 do Demerara; 53 do Barbadoes, 100 do Maracaibo.

Imports for the week at New York, and stock on hand August 19, were as follows:

Imports this week.	Cuba.	P. Rico.	Other.	Brazil, Manila.
	bbs.	hds.	hds.	bbs.
	892	2,845	1,346	1,316
Stock on hand.	138,836	122,982	156,990	.....
Same time 1885.	58,139	107,686	71,977	.....
" " 1887.	65,471	70,712	27,962	.....

Imports at the several ports since Jan. 1, have been as follows:

Imports since Jan. 1, at New York.	Cuba.	P. Rico.	Other.	Brazil, Manila.
	bbs.	hds.	hds.	bbs.
	304,394	194,687	286,022	291,150
Same time 1885.	186,900	18,322	7,719	9,236
Same time 1887.	26,685	58,958	55,682	62,840
Same time 1888.	31,106	48,828	60,978	65,819
Same time 1889.	23,492	21,472	51,785	50,638
Same time 1890.	6,514	55,297	8,840	11,791
Total.	462,381	399,534	471,027	497,444

* Including tierces and barrels reduced to hds.

MOLASSES.

But little activity has existed in this market. The distilling grades have been neglected as for some time past. For grades suitable for refining purposes there has been a good demand, but transactions are checked by the small amount of stock of this description which is offered for sale and the firmness of holders. The sales comprise 760 hds Porto Rico, 176 do Cuba, 349 do of Barbadoes, 222 do of French Islands, and 35 bbs of New Orleans.

The receipts of the week at New York, and the stock on hand August 19, were as follows:

Imports this week.	Cuba.	P. Rico.	Demerara.	Other.	N. O.
	hds.	hds.	hds.	hds.	bbs.
	776	836	.....	562	.....
Stock on hand.	8,597	5,499	2,005	.....	.....
Same time 1885.	25,144	5,892	.....	5,460	.....

Imports at the several ports since January 1 have been as follows:

Imports since Jan. 1 at New York.	Cuba.	P. Rico.	Demerara.	Other.	N. O.
	hds.	hds.	hds.	hds.	bbs.
	125,960	150,476	13,719	.....	.....
Same time 1885.	22,265	54,409	.....	.....	.....
Same time 1886.	40,079	81,047	.....	.....	.....
Same time 1887.	82,826	74,120	2,732	.....	.....
Same time 1888.	22,507	434	.....	.....	.....
Same time 1889.	11,453	18,015	.....	.....	.....
Total at all ports.	301,968	371,174	17,637	.....	.....

* Including tierces and barrels reduced to hds.

SPICES.

A legitimate jobbing trade has prevailed since our last report, with no unusual features to notice in the way of a les. In Cassia the market has become firmer, and we advance our quotations $\frac{1}{2}$ c, also in ginger, for which there has been an improved demand. For other spices our figures require no variation.

FRUITS.

For all kinds of foreign dried fruit there has been an active market, and some speculative feeling has been apparent. The previous reports of a short crop of Almonds are fully confirmed by later advices, and the fruit is in consequence held at firm prices, and tending towards an advance. There is rather an easier market for raisins, which are selling freely. Sardines are very firm, and from accounts of a light catch the present season, the demand has considerably increased. The stock of Currants is small and moving quite freely. With the abundant Peach harvest now at its height domestic and dried are dull, and very little movement in any kind has transpired. New crop of Blackberries, Cherries and Southern Apples are coming in slowly, meeting with but little encouragement from the state of the market; the latter are nominally 8@9c. In foreign green a cargo of Menton Lemons sold at auction on Monday last constitute the only movement from first hands with the light supply. Prices have been very firm, and some of the above realized \$13 per box. In West Indian a few barrels of Barracoea Oranges sold from ship at \$8, now held at \$10, and 2,000 bunches of Barracoea Bananas in poor order brought at auction \$1 00 for the lot. When in good order, foreign green has brought unusually good prices for the season.

We annex ruling quotations in first hands:

Hyson, Common to fair.	Duty paid.	do do Ex f. to first nominal.	Unool Japan, Com. to fair.	Duty paid.
do Superior to fine.	85 @ 95	do do Ex f. to first nominal.	do Sup. to fine.	85 @ 85
do Ex fine to finest.	1 00 @ 1 15	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
Y'g Hyson, Com. to fair.	75 @ 85	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
do Super. to fine.	95 @ 1 20	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
do Ex fine to finest.	1 35 @ 1 60	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
Gamp. & Imp. Com. to fair.	90 @ 1 10	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
do Sup. to fine.	1 15 @ 1 30	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
do do Ex f. to first nominal.	1 35 @ 1 60	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
H. Sk. & Tw'key, C. to fair.	72 @ 85	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85
do Sup. to fine.	80 @ 85	do do Ex f. to first nominal.	do Ex f. to first nominal.	85 @ 85

Coffee.

Rio, Prime, duty paid.	gold 11 1/2 @ 12	Native Ceylon.	gold 17 1/2 @ 19
do good.	gold 10 1/2 @ 11	Maracaibo.	gold 16 1/2 @ 19
do fair.	gold 9 1/2 @ 10	Laguayra.	gold 16 1/2 @ 18
do ordinary.	gold 8 1/2 @ 9	St. Domingo.	gold 15 @ 18
Java, mats and bags.	gold 21 @ 25	Jamaica.	gold 15 @ 16

Sugar.

Cuba, inf. to com refining...	10 1/2 @ 11	do do do 19 to 20	14 1/2 @ 15 1/2
do fair to good	11 1/2 @ 12	do do white	14 1/2 @ 15
do pr. me	11 1/2 @ 12	do do No. 12, in bbl, n.c. (gold)	14 @ 15
do fair to good grocery	11 1/2 @ 12	Porto Rico, refining grades	11 1/2 @ 11
do pr. to choice	12 1/2 @ 13	do grocery grades	12 @ 13
do centrifugal hds & bbs	10 1/2 @ 11	Brazil, bags	11 @ 12
do Melado	6 @ 8	Manila, bags	11 @ 12
do molasses	9 @ 11	Crushed	15 1/2 @ 16
Java, Box, D.S. Nos. 7 to 9	11 @ 12	Granulated	14 @ 15
do do do 10 to 12	11 1/2 @ 12 1/2	Soft White	14 1/2 @ 15 1/2
do do do 13 to 15	12 1/2 @ 13 1/2	Soft Yellow	13 1/2 @ 14 1/2
do do do 16 to 18	13 1/2 @ 14 1/2		

Molasses.

New Orleans.	gal 80 @ 85	do Clayed.	45 @ 50
Porto Rico.	50 @ 75	Barbadoes.	45 @ 50
Cuba Muscovado.	48 @ 52		

Spices.

Cassia, in mats.	gold 43 1/2 @ 44	Pepper.	7 1/2 @ 8
Ginger, race and Af (gold).	11 1/2 @ 12	Pimento, Jamaica.	19 @ 20
Mace.	15 @ 16	Cloves.	25 @ 26
Nutmegs.	9 @ 9 1/2		

Fruit.

Balsam, Seedless.	mat. 6 00 @ 6 25	Sardines.	qr. box 17 @ 17 1/2
do Layer.	box 3 10 @ 3 25	Figs, Smyrna.	box 16 @ 16 1/2
do Valencia.	lb. 13 @ 14	Brazil Nuts.	box 17 @ 17 1/2
Currants.	box 10 @ 10 1/2	Filberts, Sicily.	box 13 1/2 @ 14
Citron, Leghorn.	box 31 @ 32	Walnuts, Bordeaux.	box 14 @ 14 1/2
Prunes, Turkish.	box 11 @ 11 1/2	Macaroni, Italian.	box 18 @ 19
Dates.	box 26 @ 27	Dried Figs.	box 18 @ 19
Almonds, Languedoc.	box 26 @ 27	Apples, State.	box 18 @ 19
do Provence.	box 26 @ 27	Blackberries.	box 9 @ 10
do Sicily, Soft Shell.	box 26 @ 27	Peaches, parced new.	box 24 @ 24 1/2
do Shelled.	box 35 @ 38	Peaches, unpared.	box 8 @ 12
Sardines.	box 27 1/2 @ 28		

THE DRY GOODS TRADE.

FRIDAY, P. M., August 20, 1886.

The leading point of interest in the market this week has been a demand for dress goods and various others, where the demand last week was confined almost exclusively to heavy staple goods, both cotton and woolen. This more general inquiry has still been stimulated by the sharp competition in railroad freights to the West, which offers great inducements to ship goods immediately, as the low tariff cannot possibly be continued much longer. A second point of importance also, is the fact that cotton closes one cent higher than last Friday.

The character of the business done, however, is not particularly satisfactory to the trade, as it is thus far rather

occasional and irregular, than a settled and healthy opening of fall business.

Western and Southern merchants have been the principal purchasers, and from their sections of the country there should apparently be a good demand throughout the season, as the crops of grain and cotton will be large, and there can hardly be any excess of stock in the hands of jobbers or retailers in the West and South.

As above stated, there has been more demand for prints and dress goods this week than for some time previously, and jobbers expect to dispose of their stocks without concessions. Prices are firm and without material change.

The exports of dry goods for the past week, and since January 1, 1868, and the total for the same time in 1867 and 1860 are shown in the following table:

Exports to	FROM NEW YORK.		FROM BOSTON.	
	Domestic.	Val.	Domestic.	Val.
Venezuela.....	pkgs.	\$147	pkgs.	\$.....
Brazil.....	2	491	.....	.....
Liverpool.....	.....	.....	4	3,620
Havre.....	.....	.....	2	553
New Granada.....	.....	.....	92	27,800
Br. Provinces.....	.....	.....	.....	.....
Total this week.....	5	\$633	98	\$31,473
Since Jan. 1, 1869.....	15,570	1,705,197	3,248	603,606
Same time 1868.....	14,940	495,087	3,159	1,001,093
..... 1860.....	70,661	.....	.....	25,570

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading jobbers:

BROWN SHEETINGS AND SHIRTINGS have been in good demand with the buyers of heavy goods for the West and South. Prices are firm, and in wide goods have advanced; but the balance of the list remains nearly unchanged. Agawan F 36 inches 13, Albion A 36 12, Amoskeag A 36 16, do B 36 16, do Z 36 12, Atlantic A 36 17, do H 36 16, do P 36 18, do L 36 14, do V 38 18, Appleton A 36 16, Augusta 36 15, do 30 13, Broadway 36 14, Bedford 30 10, Boot H 27 11, do O 34 13, do S 40 14, do W 45 19, Commonwealth O 27 8, Grafton A 27 10, Graniteville AA 36 16, do EE 36 16, Great Falls M 36 13, do S 33 13, Indian Head 36 17, do 30 14, Indian Orchard A 40 16, do O 36 14, do BB 36 13, do W 34 12, do NN 36 15, Laconia O 39 14, do B 37 14, do E 36 14, Lawrence A 36 14, do E 36 15, do F 36 14, do G 34 12, do H 27 11, do LL 36 14, Lyman O 36 14, do E 36 16, Massachusetts BB 36 14, do J 30 12, Medford 36 16, Nashua fine 33 14, do 36 16, do E 40 18, Newmarket A 14, Pacific extra 36 16, do H 36 16, do L 36 14, Pepperell 6-4, do 7-4 5, do 8-4 40, do 9-4 45, do 10-4 50, do 11-4 55, Pepperell E fine 39 15, do R 36 14, do O 33 13, do N 30 12, do G 30 13, Pocasset F 30 10, do K 36 13, do Canoe 40 16, Saranac fine O 33 14, do R 36 15, do E 39 18, Sigourney 36 10, Stark A 36 16, Swift River 36 12, Tiger 27 9, Tremont M 33 11.

BLACKED SHEETINGS AND SHIRTINGS have been mostly in demand for the medium grades. The principal inquiry is from the same class of buyers as Brown Sheetings, and is mostly limited to them. Prices have advanced in a few instances 1/2 cent, and are held firmly. Amoskeag 46 20, do 42 18, do 54 25, do A 36 17, Androscoggin L 36 18, Appleton 36, Attawagun XX 36 14, Atlantic Cambrie 36 26, Ballou & Son 36 16, do 31 13, Bartlett 36 16, do 33 14, do 31 13, Bates XX 36 18, do H 33 14, Blackstone 36 16, do D 36 13, Boot B 36 16, do O 34 14, do E 36 13, do H 28 11, do O 30 13, do R 23 10, do W 45 19, Dwight 40 21, Ellerton E 42 18, Forrest Mills, Forestdale 36 17, Fruit of the Loom 36 18, Globe 27 8, Gold Medal 36 15, Greene Mfg Co 36 12, do 31 11, Great Falls K 36 15, do J 33 13, do S 31 13, do A 31 15, Hill's Semp. Idem 36 18, do 33 16, Hope 36 15, James 36 16, do 33 14, do 31 13, Lawrence B 36 15, Lonsdale 36 13, Masonville 36 19, Newmarket O 36 15, New York Mills 36 25, Pepperell 6-4 35, do 8-4 45, do 9-4 52, do 10-4 57, Rosebuds 36 17, Red Bank 36 12, do 33 11, Slater J. & W. 36 15, Tuscarora 36 20, Ulica 6-4 2, do 6-4 37, do 9-4 65, do 10-4 70, Waltham X 33 14, do 42 18, do 6-4 32, do 8-4 42, do 9-4 50, do 10-4 57, Wamsutta 45 30, do 40 27, do 36 22, Washington 33 10.

BROWN DRILLS are not as active, as there is but little export demand. Amoskeag 17, Boot H 17, Graniteville O 16, Laconia 17, Pepperell 17, Stark A 17, do H 15.

PRINTS have been in much better demand, and with the opening of dark styles buyers have taken hold quite freely. The work now opened is much better than that put upon the market a few weeks ago, and holders feel much more encouraged that a fair business will be done without ruinous concessions. Albion solid 12, do ruby 18, Allens 12-13, American 12-13, Amoskeag 12, Arnolds 10-11, Cochecho 14, Conestoga 12, Dunnell's 18, Freeman 10, Gloucester 12-13, Hamilton 18, Home 8, Lancaster 12, London mourning 12, Mallory 13, Manchester 12 1/2, Merrimac D 12-13, do pink and purple 15, do W 15, Oriental 12, Pacific 3, Richmond's 12-13, Simpson Mourning 12, Sprague's purple and pink 14, do blue 14, do shittings 14, Wamsutta 9.

PRINT CLOTHS have been rather dull but firm. Of the Providence market, last week, the Journal says that some mills have worked up their stock of raw material, and have suspended operations until the incoming of the new crop of cotton. Most of the large mills at Fall River, whose productions are mostly printing cloths, have been consulting about putting their mills on short time, until the market shall work more propitiously either by an advance in goods or a decline in cotton. The sales of print cloths at Providence for the week were 71,000 pieces, usual time, of which 8,000 pieces, 56x20, at 7 1/2c; 9,000 do, seconds, 64x64, 8 1/2c; 88,000 do, extras, 64x64, 8 1/2c; and 16,000 do, extras, 64x64, 8 1/2c.

MOSLIN DELAINES are in good request, and the new styles offered

seem to be very satisfactory. An advance is talked of, though prices yet remain unchanged. Hamilton 20, Tycoon Repe 27, Lowell 20, Pacific Armures 21, do Robe de C 22, do Alpaca 3-4 25, do do 6-4 27-35, Pekins 22, Oriental Lustres 18, Piques 22.

GINGHAMS are well sold up, and prices firm. Allamance plaid 18, Caledonia 14, Earleton 22-25, Glasgow 16, Hampden 16, Lancaster 17, Manchester 18.

CHECKS are without special feature of interest. Caledonia 70 27, do 50 24, do 12 26, do 11 22, Kennebeck 25, Lanark 12-13, Medford 13, Park No. 60 18, do 70 21, do 80 24, do 90 27, do 100 30, Pequa No. 1,200 18, do 2,000 28, do 2,800 27, Star Mills 12 18, do 20 22, Union No. 20 25, do 50 27, Watts No. 30 16.

TICKINGS are fairly active for the Western trade. Albany 11, American 14, Amoskeag A C A 36, do A 30, do B 25, do C 28, do D 21, Blackstone River 16, Conestoga 26, do extra 31, Cordia AAA 3 1/2, do BB 17, Hamilton 27, do D 21, Lewiston 36 35, do 32 30, do 30 25, Mece, and Wm's 29, Pearl River 33, Pemberton A A 27, do E 18, Swift River 17, Thorndike 18, Whittenden A 22, Willow Brook 28, York 30 27, do 32 33.

STRIPES are in tolerably good request, as other staple cottons. Albany 11, Algodon 16, American 14-15, Amoskeag 22-23, Boston 18, Hamilton 22, Haymaker 16, Sheridan A 14, do G 15, Uncaville A 16, do B 15, Whittenton AA 22, do A 20, do BB 17, do C 15, York 23.

DEMNIS.—The prices quoted below are the only point to notice in this line. Amoskeag 31, Blue Hill 14, Beaver Cr. blue 26, do CC 18, Columbian heavy 31, Haymaker Bro 18, Manchester 20, Otis AXA 28, do BB 26, do CC 21, Pearl River 30, Thorndike 19, Tremont 19.

CORSET JEANS continue to be in good demand, as previously throughout the season. Amoskeag 15, Androscoggin 18, Bates 12, Everett 15, Indian Orch. Imp 13, Laconia 15, Naumkeag 15, Newmarket 14, Washington sateen 17.

CAMBRICS are in better request. Amoskeag 10, Portland 7, Pequot 10, Victory H 10, do A 1 1/2, Washington 10.

COTTON BAGS are pretty active at our quotations. American \$45, Androscoggin \$45, Arkwright A \$45, Great Falls A \$47, Lewiston \$47, Ludlow AA \$47, Ontario \$47 50, Stark A \$47 50, do C 3 bush \$65, Union A \$52.

COTTON YARNS AND BATS are firmly maintained, in sympathy with the continued firm rates for cotton. Best Georgia Cotton Yarns Nos. 6 to 12 40, Best South Carolina small skeins 41.

SPROUT COTTON is not materially changed. Brook's per doz. 300 yards 90 J, & P. Coat's 90, Clark, John, Jr. & Co. 90, Clark's Geo. A. 90, Willimantic 3 cord 52, do 6 cord 80, Stafford Brothers 45, Green & Daniels 47, Parker Bros 3 cord 42, Glasgow 45, Hadley 80, Holyoke 47, Orr & McNaught 85, Pitchers 42.

WOOLEN GOODS are moving freely, and rates are improved considerably. Dealers are evincing more spirit in this line, and the gloomy feeling, induced by the large failure, has worn off to a considerable extent. Heavy overcoatings are in demand, and rates obtained in comparison to the previous season are excellent. Imported woollens are also in good demand. Plaids appear to be the prevailing fashion for the ensuing season, and they are offered in a diversity of styles. Shawls are still very active, and the demand gives no indications of a decline. The assortments offered are varied and of meritorious designs. Buyers cannot fail of being suited in the choice grades exhibited.

FOREIGN DRESS GOODS are becoming more active, but trade is not satisfactory in this line even yet. Importers are exhibiting fine styles, both in design and fabric, and in desirable goods also. A noticeable feature of the trade so far is the entire absence of those lines of cheap and flashy goods which last season's opening produced in such quantities on the market. Dealers have evidently learned that the day for such fabrics is past, and that the goods offered now must be in attractive grades, and of some intrinsic value. Jobbers are doing very little in this line as yet, although a good business is anticipated as soon as the season is opened. Black alpacas are destined to have quite a run the ensuing fall, judging from the many new styles and quantity imported. There are at least seven or eight entirely new brands being offered at present, some of them very desirable.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Aug. 19, 1869, and the corresponding weeks of 1867 and 1868, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING AUGUST 19, 1869.				
	1867.	1868.	1869.	
	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	2,010	\$86,909	1,197	\$517,491
do cotton...	1,139	345,945	1,014	302,325
do silk...	637	524,797	636	561,853
do flax...	1,139	267,860	941	198,012
Miscellaneous dry goods...	601	206,040	584	2,071,618
Total.....	5,533	\$2,341,541	4,372	\$1,780,624
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.				
Manufactures of wool...	2,027	\$86,065	1,370	\$545,396
do cotton...	441	136,742	297	82,782
do silk...	257	247,319	133	175,544
do flax...	809	193,869	363	92,082
Miscellaneous dry goods...	583	50,425	552	25,403
Total.....	4,403	\$1,504,430	3,015	\$921,676
Add entered for consumption.....	5,533	\$2,341,541	4,372	\$1,780,624
Total th'n upon make.....	9,936	\$3,745,971	7,387	\$3,702,300

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.				
	1867.	1868.	1869.	
	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	145	\$23,481	1,779	\$615,846
do cotton...	25	5,259	466	116,664
do silk...	8	5,925	171	232,253
do flax...	19	6,952	504	117,523
Miscellaneous dry goods...	4	534	1,731	84,236
Total.....	201	\$77,151	4,631	\$1,116,507
Add entered for consumption.....	5,533	\$2,341,541	4,372	\$1,780,624
Total entered at the ports.....	5,734	\$2,318,692	9,003	\$3,897,131

6,446 \$2,411,544

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Assets.....\$6,150,931 71

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Cash Capital.....\$500,000 00
Assets.....\$901,657 11

Providence Washington
INSURANCE COMPANY,
OF PROVIDENCE, R. I.

Cash Capital.....\$200,000 00
Assets.....\$392,425 52

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AUGUSTINE HEARD & CO.,

OF CHINA AND JAPAN.

Advances made on consignments of approved merchandise.

Philadelphia Bankers.**AUSTIN & OBERGE,**

313 WALNUT STREET,

PHILADELPHIA.**Commission Stock Brokers.**

J. BELL AUSTIN.

CHAS. H. OBERGE

PHILADELPHIA**NOTES, DRAFTS, & C., & C.**

COLLECTED AND REMITTED FOR ON DAY OF PAYMENT, BY THE

Union Banking Company**N. E. Cor. 4th & Chestnut Sts.,****PHILADELPHIA.****N. C. MUSSELMAN, President.****E. F. MOODY, Cashier.**

All other BANKING BUSINESS IN PHILADELPHIA is trusted to us will receive our prompt attention.

Southern Bankers.**WASHINGTON.****FIRST NATIONAL BANK OF WASHINGTON.****H. D. COOKE (of Jay Cooke & Co.) President.****WM. S. HUNTINGTON, Cashier.****Government Depository and Financial Agent of the United States.**

We buy and sell all classes of

Government Securities

on the most favorable terms, and give especial attention to

Business connected with the several Departments of the Government.

Full information with regard to Government Loans at all times cheerfully furnished.

LANCASTER & Co.,**BANKERS AND STOCK AND EXCHANGE BROKERS,****No. 1113 Main Street, Richmond, Va.****BROWN, LANCASTER & CO.,****No. 30 SOUTH STREET, BALTIMORE, MARYLAND.****LANCASTER, BROWN & CO.,****No. 23 NASSAU STREET, NEW YORK.****BOTH H. MAURY JAS. L. MAURY. ROBT T. BROOKS.****R. H. MAURY & Co.,****BANKERS & BROKERS,****No. 1014 MAIN ST. RICHMOND, VA.**

Sterling Exchange, Gold and Silver, Bank Notes, State, City and Railroad Bonds and Stocks, &c.,

bought and sold on commission.

Deposits received and Collections made on all accessible points in the United States.

N. Y. Correspondent, VERMILYE & CO.**J. L. LEVY,****STOCK BROKER****AND****Exchange Dealer,****23 CARONDELET STREET,****NEW ORLEANS.**

General Partner.....J. L. LEVY.

Partner in Command.....E. J. HART.

Collections made on all points.

Western Bankers.**GILMORE, DUNLAP & Co.,**

108 & 110 West Fourth Street,

CINCINNATI, OHIO.Dealers in **GOLD, SILVER** and all kinds of**GOVERNMENT BONDS.****COLLECTIONS MADE** at all accessible

points and remitted for on day of payment.

CHECKS ON LONDON AND PARIS**FOR SALE****P. HAYDEN. JOS. HUTCHESON. W. B. HAYDEN.****Hayden, Hutcheson & Co****BANKERS,****NO. 13 S. HIGH STREET,****COLUMBUS, OHIO.**

Do General Banking, Collection, and Exchange

Business.

ISAAC HARTER. G. D. HARTER. M. D. HARTER.**BANKING HOUSE OF****Isaac Harter & Sons,****CANTON, OHIO.****(ESTABLISHED 1854.)****Special Attention given to the collections of Banks, Bankers and****Merchants.****L. A. BENOIST & Co.,****BANKERS,****ST. LOUIS, MISSOURI.**

Buy and Sell Exchange on all the principal cities of the United States and Canada. Also

Drafts on London and Paris for Sale.**NATIONAL BANK OF THE STATE OF MISSOURI.****in St. Louis.****ESTABLISHED 1837.****Capital paid in\$3,410,300**

This Bank, having reorganized as a National Bank, is now prepared to do a general banking business.

Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates. Special attention given to collections throughout the West.

JAMES H. BRITTON, Pres. CHAS. K. DICK ON**EDWARD F. CURTIS Cashier****W. M. F. HEWSON,****STOCK BROKER,**

Office No. 21 West Third Street, Cincinnati, Ohio.

Refer to: All Cincinnati Banks, and Messrs. LOCKWOOD & Co., New York.

MORTON, GALT & Co.,**BANKERS,**

150 West Main Street, Louisville, Ky., dealers in Foreign and Domestic Exchange, Government Bonds and all Local securities. Give prompt attention to collections and orders for investment of funds.

S. McCLEAN & Co.,**BANKERS,****PITTSBURGH PA.****SECOND NATIONAL BANK,****TITUSVILLE, PENN.,****Capital - - - - - \$200,000**

Deposited with U. S. Treasurer to secure Circulation and Deposits 500,000.

G. C. HYDE, Cashier. CHAS. HYDE, Pres't.**NATIONAL****Freedman's Savings Bank****CHARTERED BY CONGRESS IN 1865,****Central Office at Washington, D. C.,****BRANCHES AT**

Baltimore, Norfolk, Richmond, New Bern, Wilmington, Raleigh, Charleston, Beaufort, Augusta, (Ga.), Savannah, Macon, Jacksonville, Tallahassee, Mobile, Huntsville, New Orleans, Vicksburg, Memphis, Nashville, Chattanooga, Louisville, St. Louis, Martinsburg, New York and Washington.

Collections promptly made.

These Banks are for the Colored people.

The Deposits are now \$1,250,000.**D. L. EATON, Actuary. J. W. ALVORD, Pres't.****JAY COOKE & CO., New York Correspondent.****Miscellaneous.****TO RAILROAD CONTRACTORS****Memphis, El Paso and Pacific Railway Co.**

Office of the Chief Engineer Memphis, El Paso and Pacific Railroad Company,

66 EXCHANGE PLACE.

NEW YORK, June 8, 1869.

SEALED PROPOSALS will be received at the above office until **October 1st, 1869**, when contracts will be awarded for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said railroad:

First The last fifteen miles on the first division of one hundred and fifty miles, between Jefferson and Paris, Texas, commencing eight miles east and extending seven miles west of the town of Clarksville in Red River County.

SECOND—One Hundred and Fifty miles, embracing the second division, commencing at Paris and extending westward to Palo Pinto County.

Specifications, profiles, maps and plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification, which will be furnished upon application at either of the above places after August 1, 1869.

Evidence of ability to complete contracts will be required and a per centage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineers office in Jefferson.

J. D. DANIEL, Engineer-in-Chief.**Memphis, El Paso and Pacific R.R. Co.****ORIGINAL CHARTER 1798.****OF ICE OF THE****New York Mutual****INSURANCE COMPANY.****NO. 61 WILLIAM STREET.**

NEW YORK, January 19, 1869.

This Company having been in successful Operation for over 70 Years,

The Trustees submit the following statement of the affairs of the Company in conformity with the requirements of the Charter:

Outstanding Premiums to December 31, 1867, \$75,382 43
Premiums received since.....279,282 63
Total.....\$354,665 06

No Policies have been issued upon Life Risks, nor upon Fire Risks, disconnected with Marine Risks.

Earned Premiums to January 1, 1869.....\$350,916 74

Losses and Expenses.....\$151,919 63
Return Premiums.....19,387 85The Company have the following Assets:
Cash in Banks.....\$57,461 80
United States Stocks.....292,482 50
Bank, City and other Stocks.....243,482 20
Loans on Stocks, and Cash due the Company.....28,551 70
Real Estate, bonds and mortgages.....92,000 00Premium Notes and Bills Receivable.....\$654,831 20
Salvage, Re-insurance, Accrued Interest.....84,228 96
and other Claims due the Company.....25,417 11
Insurance Scrip and Sundry Notes at estimated value.....24,946 25

Total.....\$788,923 58

SIX PER CENT Interest on the outstanding Certificates of Profit will be paid on and after Tuesday the 9th day of February, 1869.

FORTY PER CENT DIVIDEND, and the United States Tax, is declared on the net earned premiums entitled thereto, for the year ending 31st December, 1868, for which certificates may be issued on and after the 1st day of May next.

THE OUTSTANDING CERTIFICATES OF PROFITS of the issue of 1869, and FIFTY PER CENT of the issue of 1860, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 9th day of February next, from which date all interest thereon will cease. The Certificates to be presented at the time of payment and cancelled to that extent.

By order of the Board.

W. P. HANSFORD, Secretary.**TRUSTEES:**

Stewart Brown, Edward Kaup, Stephen Johnson, Henry Oelrichs, Arthur Leary, James H. Smith, George Meyer, George Mosle, Edward H. E. Lyman, Gustave H. Kiesel, George Moke, William Janssen, E. V. Tueband, William Paxson, Francis Hathaway, John H. Earle, Lloyd Aspinwall, Francis Skiddy, E. P. Fabbri, Charles Lamon, JOHN H. LYELL, President, THEO. B. BLECKER, Jr., Vice-President.

For the convenience of its customers this Company have made arrangements to issue policies and certificates payable in London at the Banking House of Messrs. DENISTON, CROSS & CO.

Financial.

JOHN J. CISCO & SON,**BANKERS,**

No. 59 WALL STREET, NEW YORK,

(Brown Brothers & Co.'s Building.)

Receive money on deposit, subject to check at sight, allowing interest on daily balances at the rate of four per cent per annum, credited monthly.

Issue Certificates of Deposit bearing four cent interest, payable on demand or at fixed periods.

Negotiate Loans.

Execute promptly orders for the purchase and sale of Gold, Government and other Securities on commission.

Make collections on all parts of the United States and Canada.

WILLIAMS & GUION,

71 Wall Street, New York.

Guion & Co., Alex. S. Petrie & Co.,

Liverpool. London.

Advances made on consignments to our Correspondents, and orders for the purchase of Merchandise, Stocks and Bonds, executed by Cable or Mail.

Travelers' and Commercial Credits issued, available on all parts of Europe, &c.

SOUTTER & Co.,**BANKERS,**

No. 53 WILLIAM STREET, NEW YORK.

Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities.

Interest allowed on Deposits subject to Sight Draft Check.

Advances made on approved securities.

Special facilities for negotiating Commercial Paper, Collectors' notes both inland and foreign promptly made.

Foreign and Domestic Loans Negotiated.

DUNCAN, SHERMAN & Co.,**BANKERS,**

CORNER OF PINE AND NASSAU STS.,

ISSUE**CIRCULAR NOTES AND CIRCULAR LETTERS OF CREDIT,**

For the use of Travelers abroad and in the United States, available in all the principal cities of the world; also,

COMMERCIAL CREDITS,

For use in Europe, east of the Cape of Good Hope, West Indies, South America, and the United States.

LETTERS OF CREDIT FOR TRAVELERS.

EXCHANGE ON LONDON AND PARIS.

SIGHT DRAFTS ON EDINBURGH & GLASGOW STOCKS AND BONDS BOUGHT AND SOLD. AT THE NEW YORK STOCK EXCHANGE.

James G. King's Sons,

54 William Street.

LETTERS OF CREDIT FOR TRAVELERS.**Government and other Securities**

Bought and sold at the Stock Exchange on usual Commission.

Interest Allowed on Deposits.

Draw Bills on City Bank of London.

Winslow, Lanier & Co.,**BANKERS,**

PINE STREET, NEW YORK.

M. K. JESUP & COMPANY,**BANKERS AND MERCHANTS,**

12 PINE STREET,

negotiate Bonds and Loans for Railroad Cos.,

Contract for Iron or Steel Rails, Locomotives,

Cars, etc.

and undertake all business connected with Railways

JAMES ROBB, KING & Co.,

No. 56 Wall Street.

LETTERS OF CREDIT FOR TRAVELERS,

DRAW Short-sight Exchange on PARIS, Sterling Bills at Sight or Sixty Days, on

THE CITY BANK, LONDON.

Messrs. ROBERT BENSON & CO. Stocks and Bonds bought and sold at the New York Stock Exchange.

Financial.

SMITH, RANDOLPH & Co.

Dealers in U.S. Bonds and Members of Stock and Gold Exchanges in both Cities.

Receive Accounts of Banks and Bankers on liberal terms.

ISSUE BILLS OF EXCHANGE ON**C. J. HAMRO & SON, London.****B. METZLER & SOHN & CO. Frankfurt****JAMES W. TUCKER & CO., Paris.**

AND OTHER PRINCIPAL CITIES;

And Letters of Credit available throughout Europe.

CIRCULAR NOTES**AND****CIRCULAR LETTERS OF CREDIT****FOR****TRAVELERS,**

AVAILABLE IN ALL PARTS OF EUROPE

ALSO,**COMMERCIAL CREDITS,**

ISSUED BY

MORTON, BLISS & Co.**VERMILYE & Co.,****BANKERS,**

Removed to Nos. 16 and 18 Nassau Street, New York.

DEALERS IN ALL ISSUES OF

GOVERNMENT SECURITIES**AND IN****GOLD AND GOLD COUPONS,**

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND**GOLD,**

MAKING LIBERAL ADVANCES.

Interest on Deposits.

HENRY H. WARD. WM. G. WARD. CHAS. H. WARD.

WARD & Co.,**BANKERS,**

54 WALL STREET, NEW YORK.

Established 1820.

Orders in Stocks, Bonds, Gold and Government Securities promptly filled at usual rates. Foreign Exchange negotiated. Draw Bills on the

UNION BANK OF LONDON.

Deposits in Gold and Currency received and interest allowed on balances exceeding \$1,000.

S. G. & G. C. WARD,**AGENTS FOR****BARING BROTHERS & COMPANY.**

52 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

C. J. OSBORN. ADDISON CAMMACK

OSBORN & CAMMACK,**BANKERS,**

84 BROAD STREET.

Stocks, State Bonds, Gold and Federal Securities,

BOUGHT AND SOLD ON COMMISSION.

Particular Attention paid to Investments in Southern State Bonds.

Tapscott, Bros. & Co.

86 SOUTH STREET & 23 BROADWAY, NEW YORK

Issue Sight Drafts and Exchange payable in all parts of Great Britain and Ireland.

Credits on W. TAPSCOTT & CO., Liverpool. Advances made on consignments. Orders for Government Stocks, Bonds and Merchandise executed.

WARREN KIDDER & Co.,**BANKERS,**

NO. 4 WALL STREET, NEW YORK.

Orders for Stocks, Bonds and Gold promptly executed. FOUR PER CENT INTEREST ALLOWED on deposit, subject to check at sight.

Bankers and Brokers.

BANKING HOUSE**JAY COOKE & Co.,**

New York, Philadelphia and Washington.

No. 20 WALL STREET, NEW YORK.

We Buy, Sell and Exchange at most liberal rates, at issues of

GOVERNMENT BONDS,

and Bonds of LAKE SUPERIOR AND MISSISSIPPI RAILROAD COMPANY, and execute orders for purchase and sale of

Stocks, Bonds and Gold.

WE NEGOTIATE RAILROAD AND MUNICIPAL LOANS, receive Deposits, subject to Check, allowing interest, and transact a general Banking Business.

JAY COOKE & CO.

THE**National Trust Company****OF THE CITY OF NEW YORK,**

NO. 336 BROADWAY

CAPITAL PAID IN

ONE MILLION DOLLARS.

CHARTERED BY THE STATE.

DARIUS R. MANGAM, Pres. JAMES MERRELL, Sec

RECEIVES DEPOSITS AND ALLOWS

FOUR PER CENT INTEREST,

ON DAILY BALANCES

SUBJECT TO CHECK AT SIGHT.

SPECIAL DEPOSIT for Six Months or more, may be made at five per cent.

The Capital of ONE MILLION DOLLARS is invested entirely in Government Securities, and is divided among over 500 Shareholders, comprising many gentlemen of large wealth and financial experience, who are also personally liable to depositors for all obligations of the Company to double the amount of their capital stock. As THE NATIONAL TRUST COMPANY receives deposits in large or small amounts, and permits them to be drawn as a whole or in part by CHECK AT SIGHT and WITHOUT NOTICE, allowing interest on ALL DAILY BALANCES, parties can keep accounts in this institution with special advantages of security, convenience and profit.

Wm. R. Utley & Geo.**W. Dougherty,****BANKERS AND BROKERS**

NO. 11 WALL STREET, NEW YORK.

Government Securities, Stocks, Gold and Specie Southern Securities and Bank Notes; Central and Union Pacific Railroad Sixes; State, City, Town, County and Corporation Bonds; Insurance, Manufacturing and Bank Stocks, BOUGHT AND SOLD.

HENRY MEIGS,

Banker and Broker, No. 27 Wall St.,

Member of New York Stock Exchange,

(Formerly cashier of the Metropolitan Bank, and late of the firm of H. Meigs, Jr. & Smith).

Offers his services for the purchase and sale of Government and all other Stocks, Bonds and Gold,

Interest allowed on deposits

Investments carefully attended to.

The Tradesmen's**NATIONAL BANK.**

291 BROADWAY, NEW YORK.

CAPITAL.....\$1,000,000

SURPLUS.....470,000

RICHARD BERRY, President.

ANTHONY HALSEY Cashier

TAUSSIG, FISHER & Co.,**BANKERS AND BROKERS**

No. 32 Broad Street, New York.

Buy and Sell at Market Rates

ALL UNITED STATES SECURITIES,

Solicit accounts from MERCHANTS, BANKERS and others, and allow interest on daily balances, subject to Sight Draft.

Make collections on favorable terms, and promptly execute orders for the purchase or sale of

Gold, State, Federal, and Railroad Securities.

Miscellaneous.

Queen Fire Insurance Co
OF LIVERPOOL AND LONDON.

AUTHORIZED CAPITAL.....\$2,000,000 Stg.
SUBSCRIBED CAPITAL.....1,988,226
PAID UP CAPITAL AND SURPLUS.....\$1,432,240

Special Fund of \$200,000

Deposited in the Insurance Department at Albany.
UNITED STATES BRANCH, No. 117 BROADWAY, N. Y.
GEORGE ADLARD, Manager
WILLIAM H. MOSS, Secretary.

THE
NORTH BRITISH
AND
Mercantile Insurance Co
OF
LONDON AND EDINBURGH.

PAID UP CAPITAL AND ACCUMULATED FUND
\$14,044,635 31 IN GOLD.

UNITED STATES BRANCH OFFICE,
50 WILLIAM STREET, NEW YORK.
EZRA WHITE, Associate Manager
T. C. ALLYN, Assistant Manager
CHAS. E. WHITE, Assistant Manager.

HARTFORD

FIRE INSURANCE COMPANY
OF HARTFORD, CONN.

Capital and Surplus \$2,000,000.

Geo. M. COIT, Sec'y. Geo. L. CHASE, Pres't

PHOENIX FIRE INSURANCE CO.,

OF HARTFORD, CONN.

Capital and Surplus \$1,400,000.

D. W. C. SKILTON, Sec'y. H. KELLOGG, Pres

Losses promptly adjusted by the Agents here, and paid in current money.

WHITE ALLYN & CO., Agents,

No. 50 WILLIAM STREET.

BANKING HOUSE OF

LUTHER KOUNTZE,

52 Wall Street, New York.

Deposits received from Banks and Individuals, subject to check at sight, and interest allowed thereon at FOUR PER CENT per annum.
Collections made throughout the United States, the British Provinces and Europe.
Government Securities bought and sold.

H. C. HARDY & SON,

No. 4 Wall Street, New York.

Execute orders at the New York Stock, Government and Gold Exchanges, in person, and transact a General Banking, Exchange, and Brokerage Business.

MUNROE & Co.,

AMERICAN BANKERS.

No. 7 RUE SCRIBER, PARIS.

JOHN MUNROE & Co.,

No. 8 WALL STREET, NEW YORK.

Issue Circular Letters of Credit for Travellers in all parts of Europe, etc., etc. Exchange on Paris.

RIDER & CORTIS,

73 BROADWAY, NEW YORK

Successors to

SAML. THOMPSON'S NEPHEW, AND ABM. BELI
Sterling Exchange business. Drafts on England, Ireland and Scotland.
Bankers furnished with Sterling Bills of Exchange, and through passage tickets from Europe to all parts of the United States

STOKER, TAYLOR & Co.,

BANKERS.

21 NASSAU STREET, NEW YORK.

Sight and Time Bills on LONDON, LIVERPOOL, EDINBURGH and DUBLIN, PARIS, BREMEN, HAMBURG, BERLIN, FRANKFORT-ON-THAINE, MAIN, VIENNA, etc.
STOCKS, BONDS and GOLD BOUGHT AND SOLD ON COMMISSION.
COLLECTIONS made in all parts of Europe.

White, DeFreitas &
Rathborne,

Bankers and Brokers, 17 Broad St.

Government Securities, Gold, Stocks and Bonds, bought and sold exclusively on Commission at the New York Stock Exchange.
Interest allowed on Deposits.
Letter to WM. H. COX, Esq., Cashier Merchant's National Bank.

Bankers and Brokers

Office of FISK & HATCH,
Bankers & Dealers in Gov't Securities,

No. 5 Nassau Street, New York.

Opposite U. S. Sub Treasury.

We receive the accounts of Banks, Bankers, Corporations, and others, subject to check at sight, and allow interest on balances. We make collections on all points in the United States and Canada, and issue Certificates of Deposit available in all parts of the Union.

We buy and sell, at current rates, all classes of Government Securities, the Bonds of the Central Pacific Railroad Company; also Gold and Silver coin and Gold coupons.

We buy and sell at the Stock Exchange miscellaneous Stocks and Bonds, on commission, for cash.

We offer also the United States Six-per-cent. Thirty Year Currency Bonds, issued in aid of the Pacific Railroad, which are widely esteemed by moneyed corporations, as the longest Six-per-cent. Government Bond in the market.

Communications and inquiries by Mail or Telegraph will receive attention.

FISK & HATCH.

J. L. Brownell & Bro.,

BANKERS & BROKERS,

28 BROAD STREET, NEW YORK.
Stocks, Bonds, Government Securities and Gold bought and sold exclusively on commission.
Accounts of Banks, Bankers and Individuals received on favorable terms.

REFERENCES:
J. H. FONDA, Pres. National Mech. Banking Ass. N. Y.
C. E. BLAIR, Pres. Merchants' Nat. Bank Chicago.

Lockwood & Co.,

BANKERS,

No. 94 BROADWAY & No. 6 WALL STREET.
DEALERS IN GOVERNMENT AND OTHER SECURITIES.

Interest allowed upon deposits of Gold and Currency, subject to check at sight. Gold loaned to Merchants and Bankers upon favorable terms.

FRANK & GANS,

BANKERS AND DEALERS IN U. S. GOVERNMENT SECURITIES.

No. 14 WALL STREET

J. M. WEITH, GEO. ARENTS

J. M. Weith & Arents,

Late J. M. Weith & Co.,

DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES,

No. 9 NEW STREET.

Loans Negotiated.

Lounsbery & Fanshawe,

BANKERS AND BROKERS,

No. 8 WALL STREET, NEW YORK
Government Securities,

Gold and Foreign Exchange.

RICHARD P. LOUNSBERRY. WILLIAM S. FANSHAW

R. T. WILSON & Co.,

LATE

WILSON, CALLAWAY & CO.,
Bankers and Commission Merchants,

No. 4 BROAD STREET, NEW YORK.
Government Securities, Stocks, Bonds and Gold bought and sold on the most liberal terms. Merchants Bankers and others allowed 4 per cent. on deposits. The most liberal advances made on Cotton, Tobacco, &c., consigned to ourselves or to our correspondents.
Messrs. K. GILLIAT & CO., Liverpool.

Insurance

OFFICE OF THE
ATLANTIC
Mutual Insurance Co.,

NEW YORK, JANUARY 26, 1869.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1868:

Premiums received on Marine Risks, from 1st January, 1868, to 31st Dec., 1868.....\$6,782,969 22
Premiums on Policies not marked off 1st January, 1868.....2,568,002 34
Total amount of marine premiums.....\$9,350,972 14

No policies have been issued upon life risks; nor upon fire risks disconnected with marine risks.

Premiums marked off from 1st January, 1868, to 31st December, 1868.....\$6,807,976 80

Losses paid during the same period.....\$3,081,080 49

Reports of premiums and expenses.....\$1,383,290 61

The Company has the following assets, viz.:

United States and State of New York stock, city bank and other stocks.....\$7,587,426 30
Loans secured by stocks and otherwise.....2,214,100 00
Real estate and bonds and mortgages.....210,000 00
Interest, and sundry notes and claims due the Company, estimated at.....297,630 03
Premium notes and bills receivable.....2,963,267 53
Cash in bank.....405,548 56
Total amount of assets.....\$13,666,881 39

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof or their legal representative, on and after Tuesday the Second of February next.

The outstanding certificates of the issue of 1865 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the Second of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A Dividend of Forty Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1868, for which certificates will be issued on and after Tuesday, the Sixth of April next.

By order of the Board,

J. H. CHAPMAN,

Secretary.

TRUSTEES:

J. D. Jones, Joseph Gaillard, Jr.
Charles Dennis, C. A. Hand,
W. H. H. Moore, James Low,
Henry Colt, B. J. Howland,
Wm. C. Pickersgil, Benj. Babcock,
Lewis Curtis, Robert B. Minturn,
Charles H. Russell, Gordon W. Burnham,
Lowell Holbrook, Frederick Chaucey
R. Warren Weston, R. L. Taylor,
Royal Phelps, Geo. S. Stephenson,
Caleb Barstow, William H. Webb,
A. P. Pillot, Paul Spofford,
William E. Dudge, Sheppard Gandy,
David Lane, Francis Skiddy,
James Bryce, Charles P. Burdett,
Daniel S. Miller, Robert O. Ferguson,
Wm. Sturgis, Samuel G. Ward,
Henry K. Bogert, William E. Barnes,
Dennis Perkins, Samuel L. Mitchell,
James G. De Forest.

JOHN D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-Prest.

J. D. HEWLETT, 3d Vice-Prest.

Dry Goods.**N.B. FALCONER & CO**IMPORTERS OF
STAPLE AND FANCY**British Dress Goods,**VELVETS, VELVETRENS,
Umbrella Alpaca and Gingham, &c.,
NO. 217 CHURCH STREET.
Between Walker and Lispenard.**Miscellaneous.****FOR BOSTON DAILY.**METROPOLITAN STEAMSHIP CO'S
OUTSIDE LINE OF**Neptune Steamers,**

COMPRISING

NEPTUNE, NEREUS and GLAUCUS,
2,000 Tons Each,
SAILING TUESDAY, THURSDAYS & SATURDAYS

AND

Asland, Wm. P. Clyde and P. Sandford
1,000 Tons Each,
SAILING ON INTERMEDIATE DAYS.

From PIER 11 N. R., at 5 P. M.

Connecting at Boston with Fitchburg, Boston and
Lowell, Boston and Maine and Eastern Railroad, and
in New York with the Erie Railway. Freights taken
and through rates given to and from all points on the
above Roads and their connections. No charge for
Wharfage in Boston.WM. P. CLYDE,
Genl. Supt. and Agent, Pier 11 N. R.
H. M. WHITNEY, Agent, Central Battery Wharfs,
Boston.**Henry Lawrence & Sons,**

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE.
153 FRONT STREET, NEW YORK**MEDITERRANEAN GOODS.****J. SCHNITZER,**

33 CENTRAL WHARF, BOSTON.

Offer for sale

Licorice Stick- and Paste.
Wool of every descriptions.
Gums " "Opium and Persian Berries,
Canary and Hemp Seed,
Figs, Raisins, Boxwood,
Otto Roses, &c

ARM. MILLS

E. J. SHIPMAN

MILLS & SHIPMAN,

WOOL BROKERS,

NO. 50 BROADWAY, NEW YORK.

We are prepared to make cash advances upon Wool,
on the spot or in transit.**Insurance.***The Liverpool & Lon-
don & Globe Ins. Co.*
Assets Gold, \$17,690,390
Assets in the
U. States 2,000,000
*45 William St.***Iron and Railroad Materials.****NAYLOR & CO.,**NEW YORK, BOSTON, PHILA.,
99 John street. 80 State street. 208 So. 4th street**CAST STEEL RAILS,****CAST STEEL TYRES,**Cast Steel Frogs, and all other Steel Material for
Railway Use.

HOUSE IN LONDON:

NAYLOR, BENZON & CO.,
31 Old Broad Street,

who give special attention to orders for

Railroad Iron,

as well as Old Rails, Scrap Iron and Metals.

NOVELTY IRON WORKS,

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